



RESOLUTION AMENDING THE 2014 PROP K STRATEGIC PLAN AND PROP K TRANSIT ENHANCEMENTS AND VEHICLES 5-YEAR PRIORITIZATION PROGRAMS, AND ALLOCATING \$131,153,142 IN PROP K FUNDS, WITH CONDITIONS, FOR THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY'S LIGHT RAIL VEHICLE PROCUREMENT PROJECT, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, On September 3, 2014, the San Francisco Board of Supervisors approved a contract for 260 new Muni light rail vehicles (LRVs) to replace and expand the Muni rail fleet over the next 25 years; and

WHEREAS, The contract includes a base with 151 replacement vehicles and 24 expansion vehicles to support the Central Subway, and two options that together would add 85 expansion vehicles; and

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) has requested amendment of the 2014 Prop K Strategic Plan and the Transit Enhancements and Vehicles 5-Year Prioritization Programs (5YPP) to program a total of \$158,882,523 in Prop K funds to fully fund the \$933.9 million base contract; and

WHEREAS, The SFMTA has also requested concurrent allocation of over \$131 million in Prop K funds for the LRV Procurement project for the base contract in order to support issuance of a partial Notice to Proceed (NTP) for the contract that is anticipated this November; and

WHEREAS, The SFMTA's proposed Strategic Plan and 5YPP amendments, and the requested allocation are summarized in the attached allocation request form (Attachment 1); and

WHEREAS, In the 2014 Prop K Strategic Plan there is currently only \$4.6 million





programmed for 24 expansion LRVs to be used for the Central Subway; and

WHEREAS, The Transportation Authority has worked with the SFMTA to program an additional \$158.9 million (\$73.2 million from the Vehicles-Muni and \$81.0 million from the Vehicles-Discretionary line items) in Prop K funds for the LRV Procurement project; and

WHEREAS, The \$158.9 million in Prop K funds includes \$131.2 million in Fiscal Year 2014/15 funds for concurrent allocation and the remaining \$27.7 million in Fiscal Year 2019/20, which SFMTA would request to be allocated in that year for a future NTP for the base contract; and

WHEREAS, In order to accommodate the LRV Procurement project, the SFMTA has requested multiple changes to Muni vehicle projects in the Vehicles 5YPP, which involve significantly delaying cash flow for several projects that had more aggressive schedules than needed and shifting out peak cash flow during the current 5YPP period, as well as a finance cost neutral programming change to the Transit Enhancements 5YPP as detailed in Attachments 1 and 2; and

WHEREAS, The net effect of the requested changes is a slight reduction in finance costs for the 2014 Prop K Strategic Plan as a whole since due to the extended cash flow schedule for the LRV Procurement project; and

WHEREAS, After reviewing the request, staff recommended amending the 2014 Prop K Strategic Plan and the Prop K Transit Enhancements and Vehicles 5YPPs, and allocating \$131,153,142 in Prop K funds, with conditions, for the LRV Procurement project, as detailed in the attached allocation request form, which include scope, schedule, cost, budget, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2014/15 budget to cover the proposed actions; and





WHEREAS, At its October 1, 2014 meeting, the Citizens Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, On October 7, 2014, the Plans and Programs Committee reviewed the subject requests and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the 2014 Prop K Strategic Plan and the Prop K Transit Enhancements and Vehicles 5YPPs, and allocates \$131,153,142 in Prop K funds, with conditions, for the LRV Procurement project, as detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, the 2014 Prop K Strategic Plan, and the relevant 5YPPs as amended; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsor to comply





with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsor shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate.

Attachments (4):

1. Allocation Request Form
2. Prop K Vehicles 5-Year Prioritization Program
3. Prop K Capital Budget 2014/15
4. Prop K 2014/15 Fiscal Year Cash Flow Distribution – Summary Table



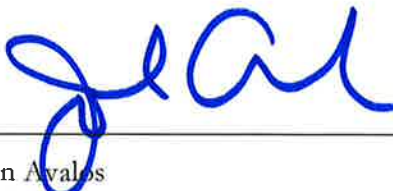


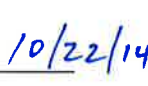
The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 21<sup>st</sup> day of October, 2014, by the following votes:

**Ayes:** Commissioners Avalos, Breed, Campos, Chiu, Cohen, Farrell, Kim, Mar, Tang, Wiener, and Yee (11)

**Nays:** (0)

**Absent:** (0)

  
\_\_\_\_\_  
John Avalos  
Chair

  
\_\_\_\_\_  
Date

ATTEST:   
\_\_\_\_\_  
Tilly Chang  
Executive Director

  
\_\_\_\_\_  
Date



## ATTACHMENT 1

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action:

2014/15

Project Name:

Light Rail Vehicle Procurement

Implementing Agency:

San Francisco Municipal Transportation Agency

**EXPENDITURE PLAN INFORMATION**

Prop K Category:

A. Transit

Prop K Subcategory:

iii. System Maintenance and Renovation (transit)

Gray cells will automatically be filled in.

Prop K EP Project/Program:

a.1 Vehicles-Transit vehicle replacement and renovation

Prop K EP Line Number (Primary):

17

Current Prop K Request:

\$ 131,153,142

Prop K Other EP Line Numbers:

15

Prop AA Category:

Current Prop AA Request:

\$ -

Supervisory District(s):

Citywide

**SCOPE**

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

Indicate whether work is to be performed by outside consultants and/or by force account.

Scope begins on next page.



**San Francisco County Transportation Authority  
Prop K Allocation Request Form**

On September 9, 2014, the San Francisco Board of Supervisors unanimously approved a 15-year light rail vehicle (LRV) procurement contract with Siemens Industry, Inc., for the SFMTA to purchase up to 260 new LRVs. The base contract is for 175 cars, 151 cars to replace the existing Breda LRVs and 24 additional cars needed for increased service demand for the Central Subway and Mission Bay. The contract also includes two options to acquire up to a total of 85 more LRVs to meet projected future ridership growth and system capacity expansion needs through 2040.

Highlights of the project are:

- The project will grow SFMTA's LRV fleet by more than 70 percent and will help move the Agency forward toward achieving its strategic goal of creating a safer, more efficient and reliable transportation system.
- The new vehicles will be purchased at a 20 percent lower cost than the SFMTA projected cost.
- The purchase includes all engineering, design, manufacture, test, and warranty of the vehicles together with training, manuals, spare parts and special tools to support the new fleet.
- The new cars will be much easier to maintain and reliability will improve from the current level of 5,500 miles between failures to a contractual requirement of 25,000 miles between failures. (The contractor is projecting an even higher level of 59,000 miles between failures).
- LRVs will be designed and built at the Siemens plant in Sacramento which will stimulate economic growth by creating more jobs in the Northern California region while facilitating communications between Siemens and the SFMTA, enabling faster response of post-delivery support while saving on costs for delivery and travel.
- The proposed vehicle offers safety enhancements such as hydraulic brakes, bright LED lighting and improved driver visibility.

The first new LRV is expected to roll out by the end of 2016, with 23 additional cars to be delivered by mid-2018 in time for the start of revenue service on the Central Subway. See anticipated delivery schedule on next page.

SFMTA estimates that the 40 LRVs under Option 1 will cover expansion needs from 2018 to 2020 for anticipated service demands, and the remaining 45 LRVs under Option 2 will cover expansion needs from 2018 through 2040. Potential funding sources for the Option Vehicles include developer contributions, Transit Impact Development Fees, Transit Sustainability Fees, State Cap and Trade revenues, FTA's Core Capacity Expansion Program, bridge toll funds, SFMTA revenue bonds, local sales tax, and other funds.

**Strategic Plan and 5-Year Prioritization Program (5YPP) Amendments**

Funding the request requires a Strategic Plan amendment to increase total Prop K programming by \$6.5 million over the 30-year program, and requires corresponding amendments of 5YPPs for Transit Enhancements and Vehicles. See Strategic Plan and 5YPP attachments for more details.



San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form

**Light Rail Vehicle Procurement - Anticipated Delivery Schedule**

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	TOTAL
<b>Central Subway/Expansion</b>				2	14	8												<b>24</b>
<b>Replacement Cars</b>									8	25	25	27	27	26	13			<b>151</b>
<b>Expansion Cars Option 1 - 40</b>						17	23											<b>40</b>
<b>Expansion Cars Option 2 - 45</b>															11	24	10	<b>45</b>
<b>Total Cars Delivered (annual)</b>	0	0	0	2	14	25	23	0	8	25	25	27	27	26	24	24	10	<b>260</b>
<b>Cumulative Cars Delivered</b>	0	0	0	2	16	41	64	64	72	97	122	149	176	202	226	250	260	



**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

FY 2014/15

**Project Name:** Light Rail Vehicle Procurement

**Implementing Agency:** San Francisco Municipal Transportation Agency

**ENVIRONMENTAL CLEARANCE**

**Type :** FSEIS-SEIR

**Completion Date  
(mm/dd/yy)**

**Status:**

151 replacement vehicles are Categorically Excluded from NEPA. Expansion 24 cars cleared via FTA Record of Decision for Central Subway. CEQA cleared by Dept of City Planning.

11/26/08

**PROJECT DELIVERY MILESTONES**

**Enter dates for ALL project phases, not just for the current request.** Use July 1 as the start of the fiscal year. Use 1, 2, 3, 4 to denote quarters and XXXX/XX for the fiscal year (e.g. 2010/11). Additional schedule detail may be provided in the text box below.

Planning/Conceptual Engineering  
Environmental Studies (PA&ED)  
R/W Activities/Acquisition  
Design Engineering (PS&E)  
Prepare Bid Documents  
Advertise Construction  
Start Construction (e.g., Award Contract)  
Procurement (e.g. rolling stock)  
Project Completion (i.e., Open for Use)  
Project Closeout (i.e., final expenses incurred)

Start Date	
Quarter	Fiscal Year
3	2012/13
1	2013/14
1	2014/15

End Date	
Quarter	Fiscal Year
1	2014/15
2	2028/29
2	2028/29
4	2028/29

**SCHEDULE COORDINATION/NOTES**

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.



## FY 2014/15

**Implementing Agency:** San Francisco Municipal Transportation Agency

Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

		Cost for Current Request/Phase		
	Yes/No	Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)	Yes	\$933,920,259	\$ 131,153,142	
		\$933,920,259	\$ 131,153,142	

Show total cost for ALL project phases based on best available information. **Source of cost estimate** (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)	\$ 1,424,473,225	Contract documents + support costs
Total:	\$ 1,424,473,225	

100

9/30/2014

25

Years



**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

**MAJOR LINE ITEM BUDGET**

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

See following tables for:

1. LRV Procurement Contract Summary
2. Major Budget Line Item - Cash Flow and Source
3. Notice to Proceed Summary by Date and Source



San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form

Light Rail Vehicle Procurement - Contract Summary									
Contract	Number of Light Rail Vehicles			Contract Value	Escalation Allowance	Tax @8.75 %	Project Support (5%)	Contingency (5%)	Total Cost
	Replacement	Expansion	Total						
Base	151	24	<b>175</b>	\$648,632,001	\$133,300,188	\$68,419,067	\$39,096,609	\$44,472,393	\$933,920,258
Option #1	0	40	<b>40</b>	\$161,134,617	\$14,920,188	\$15,404,795	\$8,802,740	\$10,013,117	\$210,275,457
Option #2	0	45	<b>45</b>	\$149,805,495	\$84,859,087	\$20,533,151	\$11,733,229	\$13,346,548	\$280,277,510
<b>Total</b>	<b>151</b>	<b>109</b>	<b>260</b>	<b>\$959,572,113</b>	<b>\$233,079,463</b>	<b>\$104,357,013</b>	<b>\$59,632,578</b>	<b>\$67,832,058</b>	<b>\$1,424,473,225</b>



San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form

**Major Line Item Budget - Cash Flow and Source**  
**Base Contract (24 Expansion Vehicles + 151 Replacement Vehicles)**

	2013	2014	2015	2016	2017	2018	2019	2020	2021
<b>Annual Cash Flow</b>	\$ 921,169	\$ 1,074,697	\$ 24,453,721	\$ 4,689,870	\$ 77,649,475	\$ 53,681,161	\$ -	\$ 4,906,793	\$ 38,055,283
Contract <sup>1</sup>	\$ -	\$ -	\$ 20,138,110	\$ 2,661,800	\$ 66,657,203	\$ 46,103,861	\$ -	\$ 2,105,016	\$ 28,212,065
Tax (8.75%)	\$ -	\$ -	\$ 1,762,085	\$ 232,908	\$ 5,832,505	\$ 4,034,088	\$ -	\$ 184,189	\$ 2,468,556
Project Support (5%) <sup>2</sup>	\$ 877,304	\$ 1,023,521	\$ 1,389,064	\$ 1,571,835	\$ 1,462,173	\$ 986,966	\$ -	\$ 2,383,931	\$ 5,562,506
Contingency	\$ 43,865	\$ 51,176	\$ 1,164,463	\$ 223,327	\$ 3,697,594	\$ 2,556,246	\$ -	\$ 233,657	\$ 1,812,156
<b>Cumulative Cash Need</b>	\$ 921,169	\$ 1,995,865	\$ 26,449,587	\$ 31,139,457	\$ 108,788,932	\$ 162,470,093	\$ 162,470,093	\$ 167,376,886	\$ 205,432,169
Cumulative Funds in hand	\$ 2,000,000	\$ 14,500,000	\$ 37,000,000	\$ 51,000,000	\$ 160,970,093	\$ 162,470,093	\$ 162,470,093	\$ 167,376,886	\$ 205,432,169
Net Cash Balance	\$ 1,078,831	\$ 12,504,135	\$ 10,550,413	\$ 19,860,543	\$ 52,181,161	\$ -	\$ -	\$ -	\$ -
<b>Base Project Anticipated Cash in Hand and Fund Source</b> xx									
	2013	2014	2015	2016	2017	2018	2019	2020	2021
<b>Cumulative Total</b>	\$ 2,000,000	\$ 14,500,000	\$ 37,000,000	\$ 51,000,000	\$ 160,970,093	\$ 162,470,093	\$ 162,470,093	\$ 167,376,886	\$ 205,432,169
SFMTA Revenue Bond	\$ -	\$ 12,500,000	\$ 12,500,000	\$ -	\$ 106,877,603	\$ -	\$ -	\$ -	\$ -
Central Subway (FTA or State)	\$ 2,000,000	\$ -	\$ 10,000,000	\$ 14,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K Total	\$ -	\$ -	\$ -	\$ -	\$ 3,092,490	\$ 1,500,000	\$ -	\$ 981,359	\$ 7,611,057
Prop K EP 15	\$ -	\$ -	\$ -	\$ -	\$ 3,092,490	\$ 1,500,000	\$ -	\$ -	\$ -
Prop K EP 17M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 466,145	\$ 3,615,252
Prop K EP 17U	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 515,213	\$ 3,995,805
Federal 5307 and AB 664 (MTC bridge tolls)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,925,434	\$ 30,444,226

	2022	2023	2024	2025	2026	2027	2028	2029	Total
<b>Annual Cash Flow</b>	\$ 107,648,308	\$ 125,562,523	\$ 129,295,695	\$ 129,979,734	\$ 124,355,157	\$ 86,985,064	\$ 24,661,609	\$ -	\$ 933,920,259
Contract <sup>1</sup>	\$ 89,889,044	\$ 106,308,172	\$ 109,577,507	\$ 110,176,556	\$ 105,250,818	\$ 73,254,569	\$ 21,597,468	\$ -	\$ 781,932,189
Tax (8.75%)	\$ 7,865,291	\$ 9,301,965	\$ 9,588,032	\$ 9,640,449	\$ 9,209,447	\$ 6,409,775	\$ 1,889,778	\$ -	\$ 68,419,067
Project Support (5%) <sup>2</sup>	\$ 4,767,862	\$ 3,973,218	\$ 3,973,218	\$ 3,973,218	\$ 3,973,218	\$ 3,178,575	\$ -	\$ -	\$ 39,096,609
Contingency	\$ 5,126,110	\$ 5,979,168	\$ 6,156,938	\$ 6,189,511	\$ 5,921,674	\$ 4,142,146	\$ 1,174,362	\$ -	\$ 44,472,393
<b>Cumulative Cash Need</b>	\$ 313,080,477	\$ 438,643,000	\$ 567,938,695	\$ 697,918,429	\$ 822,273,586	\$ 909,258,650	\$ 933,920,259	\$ 933,920,259	
Cumulative Funds in hand	\$ 313,080,477	\$ 438,643,000	\$ 567,938,695	\$ 697,918,429	\$ 822,273,586	\$ 909,258,650	\$ 933,920,259	\$ 933,920,259	
Net Cash Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>Base Project Anticipated Cash in Hand and Fund Source</b>									
	2022	2023	2024	2025	2026	2027	2028	2029	Total
<b>Cumulative Total</b>	\$ 313,080,477	\$ 438,643,000	\$ 567,938,695	\$ 697,918,429	\$ 822,273,586	\$ 909,258,650	\$ 933,920,259	\$ 933,920,259	\$ 933,920,259
SFMTA Revenue Bond	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 131,877,603
Central Subway (FTA or State)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,000,000
Prop K Total	\$ 21,529,662	\$ 25,112,505	\$ 25,859,139	\$ 25,995,947	\$ 24,871,031	\$ 17,397,013	\$ 4,932,322	\$ -	\$ 158,882,523
Prop K EP 15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,592,490
Prop K EP 17M	\$ 10,226,589	\$ 11,928,440	\$ 12,283,091	\$ 12,348,075	\$ 11,813,740	\$ 8,263,581	\$ 2,342,853	\$ -	\$ 73,287,766
Prop K EP 17U	\$ 11,303,072	\$ 13,184,065	\$ 13,576,048	\$ 13,647,872	\$ 13,057,291	\$ 9,133,432	\$ 2,589,469	\$ -	\$ 81,002,267
Federal 5307 and AB 664 (MTC bridge tolls)	\$ 86,118,646	\$ 100,450,019	\$ 103,436,556	\$ 103,983,787	\$ 99,484,125	\$ 69,588,052	\$ 19,729,287	\$ -	\$ 617,160,133

<sup>1</sup>Includes cost of vehicle warranties.

<sup>2</sup>May include cost of SFMTA labor to administer vehicle warranties.



**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

Notice to Proceed (NTP) Schedule				
NTP #	Date	Certification Source	Amount	Notes
1	September 25, 2014	SFMTA Revenue Bond	\$ 22,450,608	Immediately available
		Central Subway (New Starts or Prop 1B)	\$ 10,000,000	
		<b>Subtotal</b>	<b>\$ 32,450,608</b>	
2	November 1, 2014	Prop K	\$ 126,560,652	Subject of this Prop K request
		<b>Subtotal</b>	<b>\$ 126,560,652</b>	
3	May 1, 2019	SFMTA Revenue Bond	\$ 69,133,999	Subject to SFMTA Board approval
		<b>Subtotal</b>	<b>\$ 69,133,999</b>	
4	June 1, 2020	SFMTA Revenue Bond	\$ 40,292,996	Subject to SFMTA Board approval and future Prop K request
		Prop K	\$ 27,729,381	
		Federal 5307 and AB 664 (MTC bridge tolls)	\$ 1,111,622	
		<b>Subtotal</b>	<b>\$ 69,133,999</b>	
5	July 1, 2021	Federal 5307 and AB 664 (MTC bridge tolls)	\$ 138,267,999	Subject to SFMTA Board approval
		<b>Subtotal</b>	<b>\$ 138,267,999</b>	
6	July 1, 2022	Federal 5307 and AB 664 (MTC bridge tolls)	\$ 138,267,999	Subject to SFMTA Board approval
		<b>Subtotal</b>	<b>\$ 138,267,999</b>	
7	July 1, 2023	Federal 5307 and AB 664 (MTC bridge tolls)	\$ 69,134,000	Subject to SFMTA Board approval
		<b>Subtotal</b>	<b>\$ 69,134,000</b>	
8	July 1, 2024	Federal 5307 and AB 664 (MTC bridge tolls)	\$ 69,134,000	Subject to SFMTA Board approval
		<b>Subtotal</b>	<b>\$ 69,134,000</b>	
9	July 1, 2025	Federal 5307 and AB 664 (MTC bridge tolls)	\$ 69,134,000	Subject to SFMTA Board approval
		<b>Subtotal</b>	<b>\$ 69,134,000</b>	
10	July 1, 2026	Federal 5307 and AB 664 (MTC bridge tolls)	\$ 69,134,000	Subject to SFMTA Board approval
		<b>Subtotal</b>	<b>\$ 69,134,000</b>	

**TOTAL    \$    850,351,256**



**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

FY 2014/15

**Project Name:** Light Rail Vehicle Procurement

**FUNDING PLAN - FOR CURRENT PROP K REQUEST**

Prop K Funds Requested: \$131,153,142

5-Year Prioritization Program Amount: See below (enter if appropriate)

Strategic Plan Amount for Requested FY: See below

**FUNDING PLAN - FOR CURRENT PROP AA REQUEST**

Prop AA Funds Requested: \$0

5-Year Prioritization Program Amount: (enter if appropriate)

Strategic Plan Amount for Requested FY:

If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.

Funding the request requires a Strategic Plan amendment to increase total Prop K programming by \$6.5 million over the 30-year program, and requires corresponding amendments of 5YPPs for Transit Enhancements and Vehicles. See Strategic Plan and 5YPP attachments for more details.

Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.

**FUNDING PLAN - BASE CONTRACT**

Fund Source	Planned	Programmed	Allocated	Total
SFMTA Revenue Bond	\$ 106,877,603	\$ 25,000,000		\$ 131,877,603
Prop K	\$ 154,290,033	\$ 4,592,490		\$ 158,882,523
Federal 5307 and AB 664 (MTC bridge tolls)	\$ 617,160,133			\$ 617,160,133
Central Subway (New Starts and/or Prop 1B)		\$ 24,000,000	\$ 2,000,000	\$ 26,000,000
<b>Total:</b>	<b>\$ 261,167,636</b>	<b>\$ 670,752,623</b>	<b>\$ 2,000,000</b>	<b>\$ 933,920,259</b>

Actual Prop K Leveraging - This Phase: 83% \$ 933,920,259

Expected Prop K Leveraging per EP 15 80% Total from Cost worksheet

Expected Prop K Leveraging per EP 17 84%



**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

Is Prop K/Prop AA providing **local match funds** for a state or federal grant?

Yes - Prop K

Fund Source	\$ Amount	Required Local Match	
		%	\$
Federal 5307 and AB 664 (MTC bridge tolls)	\$617,160,133	18.00%	\$135,474,175.54

**FUNDING PLAN - BASE CONTRACT AND TWO OPTIONS**

Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases.  
Totals should match those shown on the Cost worksheet.

Includes procurement of 85 expansion vehicles.

Fund Source	Planned	Programmed	Allocated	Total
SFMTA Revenue Bond	\$ 106,877,603	\$ 25,000,000		\$ 131,877,603
Prop K	\$ 154,290,033	\$ 4,592,490		\$ 158,882,523
Federal 5307 and AB 664 (MTC bridge tolls)	\$ 617,160,133			\$ 617,160,133
Central Subway (New Starts and/or Prop 1B)		\$ 24,000,000	\$ 2,000,000	\$ 26,000,000
State I-Bond PTMISEA			\$ 8,000,000	\$ 8,000,000
TBD (e.g., Cap and Trade)	\$ 482,552,967			\$ 482,552,967
<b>Total:</b>	<b>\$ 743,720,603</b>	<b>\$ 670,752,623</b>	<b>\$ 10,000,000</b>	<b>\$ 1,424,473,226</b>

Actual Prop K Leveraging - All Phases:  
Expected Prop K Leveraging per EP 15  
Expected Prop K Leveraging per EP 17

89%
80%
84%

\$ 1,424,473,225  
Total from Cost worksheet

**FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST**

Use the table below to enter the proposed cash flow distribution schedule (e.g. the maximum Prop K/Prop AA funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the Prop K/Prop AA Strategic Plan and/or 5YPP, please explain in the text box below how cash flow for other projects and programs will be slowed down to accommodate the current request without exceeding annual cash flow assumptions made in the Strategic Plan.

Prop K Funds Requested:

\$131,153,142

**Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule**

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2016/17	\$ 3,092,490	2.36%	\$ 128,060,652
FY 2017/18	\$ 1,500,000	1.14%	\$ 126,560,652
FY 2019/20	\$ 804,986	0.61%	\$ 125,755,666
FY 2020/21	\$ 6,243,179	4.76%	\$ 119,512,487
FY 2021/22	\$ 17,660,298	13.47%	\$ 101,852,188
FY 2022/23	\$ 20,599,224	15.71%	\$ 81,252,964
FY 2023/24	\$ 21,211,672	16.17%	\$ 60,041,293
FY 2024/25	\$ 21,323,892	16.26%	\$ 38,717,401
FY 2025/26	\$ 20,401,149	15.56%	\$ 18,316,252
FY 2026/27	\$ 14,270,379	10.88%	\$ 4,045,873
FY 2027/28	\$ 4,045,873	3.08%	\$ 0
<b>Total:</b>	<b>\$ 131,153,142</b>		



**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution. No.  Res. Date:

Project Name:

Implementing Agency:

	Amount	Phase:
Funding Recommended:	Prop K Allocation	Procurement (e.g. rolling stock)
	\$131,153,142	
	<b>Total:</b>	
	<b>\$131,153,142</b>	

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations):

**Cash Flow Distribution Schedule by Fiscal Year** (for entire allocation/appropriation)

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 15	FY 2016/17	\$3,092,490	2.00%	\$128,060,652
Prop K EP 15	FY 2017/18	\$1,500,000	1.00%	\$126,560,652
Prop K EP 17	FY 2019/20	\$804,986	1.00%	\$125,755,666
Prop K EP 17	FY 2020/21	\$6,243,179	5.00%	\$119,512,487
Prop K EP 17	FY 2021/22	\$17,660,298	13.00%	\$101,852,188
Prop K EP 17	FY 2022/23	\$20,599,224	16.00%	\$81,252,964
Prop K EP 17	FY 2023/24	\$21,211,672	16.00%	\$60,041,293
Prop K EP 17	FY 2024/25	\$21,323,892	16.00%	\$38,717,401
Prop K EP 17	FY 2025/26	\$20,401,149	16.00%	\$18,316,252
Prop K EP 17	FY 2026/27	\$14,270,379	11.00%	\$4,045,873
Prop K EP 17	FY 2027/28	\$4,045,873	3.00%	(\$0)
<b>Total:</b>		<b>\$131,153,142</b>	<b>100%</b>	

**Cash Flow Distribution Schedule by Fiscal Year & Phase** (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 15	FY 2016/17	Procurement (e.g. rolling stock)	\$3,092,490	2%	\$128,060,652
Prop K EP 15	FY 2017/18	Procurement (e.g. rolling stock)	\$1,500,000	4%	\$126,560,652
Prop K EP 17	FY 2019/20	Procurement (e.g. rolling stock)	\$804,986	4%	\$125,755,666
Prop K EP 17	FY 2020/21	Procurement (e.g. rolling stock)	\$6,243,179	9%	\$119,512,487
Prop K EP 17	FY 2021/22	Procurement (e.g. rolling stock)	\$17,660,298	22%	\$101,852,188
Prop K EP 17	FY 2022/23	Procurement (e.g. rolling stock)	\$20,599,224	38%	\$81,252,964
Prop K EP 17	FY 2023/24	Procurement (e.g. rolling stock)	\$21,211,672	54%	\$60,041,293
Prop K EP 17	FY 2024/25	Procurement (e.g. rolling stock)	\$21,323,892	70%	\$38,717,401
Prop K EP 17	FY 2025/26	Procurement (e.g. rolling stock)	\$20,401,149	86%	\$18,316,252
Prop K EP 17	FY 2026/27	Procurement (e.g. rolling stock)	\$14,270,379	97%	\$4,045,873
Prop K EP 17	FY 2027/28	Procurement (e.g. rolling stock)	\$4,045,873	100%	(\$0)
<b>Total:</b>			<b>\$131,153,142</b>		

**Prop K/Prop AA Fund Expiration Date:**  Eligible expenses must be incurred prior to this date.



**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution. No.  Res. Date:

Project Name:

Implementing Agency:

	Action	Amount	Fiscal Year	Phase
Future Commitment to:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Trigger:	<input type="text"/>		

**Deliverables:**

1. Quarterly progress reports shall report the number of vehicles delivered that quarter as well as an updated schedule for vehicle delivery in addition to the requirements in the SGA.
2. Upon delivery of prototype vehicle (anticipated December 2016), provide 2-3 digital photos of vehicle, including at least one photo showing the Prop K logo affixed to the vehicle.

**Special Conditions:**

1. The recommended allocation is contingent on deobligation of \$2,780,000 in Prop K funds from the 59 40-Foot New Flyer Hybrid Motor Coaches project (R13-14, #117.910047) and \$800,000 in Prop K funds from the MUNI Rehabilitation of Historic Streetcars project (R08-73, #117.910021). If the deobligation is not approved by October 20, 2014 (day prior to the October 21 Transportation Authority Board meeting), the recommended programming and allocation amounts for the LRV Procurement project will be reduced by a commensurate amount.
2. The recommended allocation is contingent upon amendments to the Prop K Strategic Plan and two 5YPPs. See memo and attached draft Strategic Plan and 5YPP amendments for additional details.
3. The recommended allocation is contingent upon a commitment by the SFMTA to maintain the 175 LRVs in a state of good repair, including a mid-life overhaul program providing that funding is available to allow them to meet or exceed expectations for their useful lives per FTA guidelines.
4. If there are cost savings, any unneeded funds will be returned to the Vehicles - Discretionary category (17U).

**Notes:**

1. Reminder on Attribution: A decal identifying the Transportation Authority and Prop K sales tax funds should be affixed to equipment purchased with Prop K funds. In addition, press releases related to the project should include the following statement: This project was made possible in part with Proposition K Sales Tax dollars provided by the San Francisco County Transportation Authority. See Section 3.H.a in the SGA for additional details.
2. SFMTA can charge to the first SGA # 115.XXXXXX. The Transportation Authority will first draw down Purchase of Additional LRVs (EP 15) funds then will draw down Muni Vehicles (17M) and Vehicles - Discretionary (17U) consistent with the Strategic Plan.

**Supervisory District(s):**

Prop K proportion of  
expenditures - this phase:

**Sub-project detail?**

If yes, see next page(s) for sub-project detail.

**SFCTA Project Reviewer:**

**Project # from SGA:**



**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated: 09.24.14 Resolution. No. Res. Date:

Project Name: Light Rail Vehicle Procurement

Implementing Agency: San Francisco Municipal Transportation Agency

**SUB-PROJECT DETAIL**

Sub-Project # from SGA:

Name: Light Rail Vehicle Procurement (EP 15)

Supervisorial District(s): Citywide

**Cash Flow Distribution Schedule by Fiscal Year & Phase** (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 15	FY 2016/17	Procurement (e.g. rolling stock)	\$3,092,490	67%	\$1,500,000
Prop K EP 15	FY 2017/18	Procurement (e.g. rolling stock)	\$1,500,000	100%	\$0
<b>Total:</b>			<b>\$4,592,490</b>		

Sub-Project # from SGA:

Name: Light Rail Vehicle Procurement (EP 17M)

Supervisorial District(s): Citywide

**Cash Flow Distribution Schedule by Fiscal Year & Phase** (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 17	FY 2019/20	Procurement (e.g. rolling stock)	\$382,369	1%	\$59,733,941
Prop K EP 17	FY 2020/21	Procurement (e.g. rolling stock)	\$2,965,510	6%	\$56,768,431
Prop K EP 17	FY 2021/22	Procurement (e.g. rolling stock)	\$8,388,642	20%	\$48,379,790
Prop K EP 17	FY 2022/23	Procurement (e.g. rolling stock)	\$9,784,631	36%	\$38,595,158
Prop K EP 17	FY 2023/24	Procurement (e.g. rolling stock)	\$10,075,544	53%	\$28,519,614
Prop K EP 17	FY 2024/25	Procurement (e.g. rolling stock)	\$10,128,849	69%	\$18,390,765
Prop K EP 17	FY 2025/26	Procurement (e.g. rolling stock)	\$9,690,546	86%	\$8,700,220
Prop K EP 17	FY 2026/27	Procurement (e.g. rolling stock)	\$6,778,430	97%	\$1,921,790
Prop K EP 17	FY 2027/28	Procurement (e.g. rolling stock)	\$1,921,790	100%	\$0
<b>Total:</b>			<b>\$60,116,310</b>		



**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution. No.  Res. Date:

Project Name:

Implementing Agency:

Sub-Project # from SGA:  Name:

Supervisorial District(s):

**Cash Flow Distribution Schedule by Fiscal Year & Phase** (for entire allocation/appropriation)

EP Line	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 17	FY 2019/20	Procurement (e.g. rolling stock)	\$422,618	1%	\$66,021,724
Prop K EP 17	FY 2020/21	Procurement (e.g. rolling stock)	\$3,277,669	5.57%	\$62,744,056
Prop K EP 17	FY 2021/22	Procurement (e.g. rolling stock)	\$9,271,657	19.52%	\$53,472,399
Prop K EP 17	FY 2022/23	Procurement (e.g. rolling stock)	\$10,814,593	35.80%	\$42,657,806
Prop K EP 17	FY 2023/24	Procurement (e.g. rolling stock)	\$11,136,128	52.56%	\$31,521,679
Prop K EP 17	FY 2024/25	Procurement (e.g. rolling stock)	\$11,195,043	69.41%	\$20,326,636
Prop K EP 17	FY 2025/26	Procurement (e.g. rolling stock)	\$10,710,603	85.53%	\$9,616,032
Prop K EP 17	FY 2026/27	Procurement (e.g. rolling stock)	\$7,491,949	96.80%	\$2,124,083
Prop K EP 17	FY 2027/28	Procurement (e.g. rolling stock)	\$2,124,083	100.00%	\$0
<b>Total:</b>			<b>\$66,444,342</b>		



**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action:

2014/15

Current Prop K Request:

\$ 131,153,142

Current Prop AA Request:

\$ -

Project Name:

Light Rail Vehicle Procurement

Implementing Agency:

San Francisco Municipal Transportation Agency

**Signatures**

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

**Project Manager**

**Grants Section Contact**

Name (typed): Trinh Nguyen

Joel Goldberg

Title: Senior Program Manager

Manager, CPM

Phone: 701-4602

701.4499

Fax:

Email: [trinh.nguyen@sfmta.com](mailto:trinh.nguyen@sfmta.com)

[joel.goldberg@sfmta.com](mailto:joel.goldberg@sfmta.com)

Address: 1 So. Van Ness, 7th Floor  
SF, CA 94103

1 So. Van Ness, 8th Floor  
SF, CA 94103

Signature:

Date:



Summary of Prop K Strategic Plan Amendment  
Proposed Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

APPROVED 2014 Prop K Strategic Plan						PROPOSED Strategic Plan Amendment						Difference			
EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs		Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs		Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs			
15	Purchase Additional Light Rail Vehicles	\$ 5,965,541	13.78%	Programming	\$ 4,602,490	\$ 5,965,033	13.60%	Programming	\$ 4,602,490	\$ (508)	-0.18%	Programming	\$ -		
				Finance Costs	\$ 821,830			Finance Costs	\$ 811,418			Finance Costs	\$ (10,412)		
				Total	\$ 5,424,320			Total	\$ 5,413,908			Total	\$ (10,412)		
17M	New and Renovated Vehicles - MUNI	\$ 499,490,978	14.35%	Programming	\$ 412,187,352	\$ 499,069,390	14.74%	Programming	\$ 424,976,935	\$ (421,588)	0.39%	Programming	\$ 12,789,583		
				Finance Costs	\$ 71,676,098			Finance Costs	\$ 73,538,232			Finance Costs	\$ 1,862,134		
				Total	\$ 483,863,450			Total	\$ 498,515,168			Total	\$ 14,651,718		
17U	New and Renovated Vehicles - Discretionary	\$ 89,204,712	0.00%	Programming	\$ 87,291,458	\$ 89,129,420	5.26%	Programming	\$ 81,002,267	\$ (75,292)	5.26%	Programming	\$ (6,289,191)		
				Finance Costs	\$ -			Finance Costs	\$ 4,691,902			Finance Costs	\$ 4,691,902		
				Total	\$ 87,291,458			Total	\$ 85,694,169			Total	\$ (1,597,289)		
15, 17M, and 17U Total		\$ 594,661,231	N/A	Programming	\$ 504,081,300	\$ 594,163,843	N/A	Programming	\$ 510,581,692	\$ (497,388)	N/A	Programming	\$ 6,500,392		
Finance Costs	\$ 72,497,928			Finance Costs	\$ 79,041,552			Finance Costs	\$ 6,543,624						
Total	\$ 576,579,228			Total	\$ 589,623,245			Total	\$ 13,044,017						
STRATEGIC PLAN TOTAL		\$ 2,924,465,771	8.47%	Programming	\$ 2,529,045,532	\$ 2,922,211,533	8.35%	Programming	\$ 2,535,545,924	\$ (2,254,238)	-0.12%	Programming	\$ 6,500,392		
Finance Costs	\$ 247,641,736			Finance Costs	\$ 243,974,369			Finance Costs	\$ (3,667,367)						
Total	\$ 2,776,687,267			Total	\$ 2,779,520,293			Total	\$ 2,833,026						



**Prop K 5-Year Project List (FY 2014/15 - FY 2018/19)**

**Transit Enhancements - (EPs 10-16)**

**Programming and Allocation to Date**

Pending Transportation Authority Board Amendment (Anticipated 10.21.14)

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Extension of Trolleybus Lines/Motor Coach Conversion (EP 10)									
SFMTA	22 Fillmore Overhead Line Extension (16th Street Multimodal Corridor Project)	CON	Programmed				\$4,069,063		\$4,069,063
Programmed in 5YPP				\$0	\$0	\$0	\$4,069,063	\$0	\$4,069,063
Total Programmed in 2014 Strategic Plan				\$0	\$0	\$0	\$4,069,063	\$0	\$4,069,063
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0

<b>F-Line Extension to Fort Mason (EP 11)</b>									
SFMTA	F-Line Extension	PLAN/ CER	Programmed		\$205,611				\$205,611
SFMTA	F-Line Extension	PS&E	Programmed				\$535,269		\$535,269
<b>Programmed in 5YPP</b>									
<b>Total Programmed in 2014 Strategic Plan</b>				\$0	\$205,611	\$0	\$535,269	\$0	\$740,880
<b>Cumulative Remaining Programming Capacity</b>				\$0	\$0	\$0	\$0	\$0	\$0

<b>Purchase/Rehabilitation Historic Street Cars (EP 12)</b>									
SFMTA	Historic Vehicle Rehabilitation/Replacement - Milan (11) and Vintage (6)	CON	Programmed		\$267,929				\$267,929
<b>Programmed in 5YPP</b>									
<b>Total Programmed in 2014 Strategic Plan</b>				\$0	\$267,929	\$0	\$0	\$0	\$267,929
<b>Cumulative Remaining Programming Capacity</b>				\$0	\$0	\$0	\$0	\$0	\$0



Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Balboa Park BART/MUNI Station Access (EP 13)									
SFMTA/ DPW	Balboa Park Station Area and Geneva Plaza Improvements	CON	Programmed	\$2,192,087					\$2,192,087
BART	Balboa Park Geneva Plaza Improvement Coordination	PS&E	Programmed	\$250,000					\$250,000
TBD	I-280 Interchange Improvements at Balboa Park	PLAN/ CER, ENV, PS&E	Programmed	\$750,000					\$750,000
TBD	Placeholder for Balboa Park Station Area Improvements	PLAN/CER, ENV, PS&E	Programmed			\$750,000			\$750,000
Programmed in 5YPP				\$3,192,087	\$0	\$750,000	\$0	\$0	\$3,942,087
Total Programmed in 2014 Strategic Plan				\$3,192,087	\$0	\$750,000	\$0	\$0	\$3,942,087
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0

<b>Relocation of Paul Street Caltrain Station to Oakdale Avenue (EP 14)</b>									
DPW	Quint-Jerrolld Connector Road <sup>1</sup>	PS&E	Programmed	\$376,000					\$376,000
SFCTA	Quint-Jerrolld Connector Road Workforce and Contractor Outreach <sup>1</sup>	PLAN/ CER	Allocated	\$89,000					\$89,000
DPW	Quint-Jerrolld Connector Road	R/W	Programmed	\$2,240,000					\$2,240,000
DPW	Quint-Jerrolld Connector Road	CON	Programmed		\$118,000				\$118,000
TBD	Caltrain Oakdale Station Further Project Development	PA&ED	Programmed				\$750,000		\$750,000
<b>Programmed in 5YPP</b>				\$2,705,000	\$118,000	\$0	\$750,000	\$0	\$3,573,000
<b>Total Programmed in 2014 Strategic Plan</b>				\$2,705,000	\$118,000	\$0	\$750,000	\$0	\$3,573,000
<b>Cumulative Remaining Programming Capacity</b>				\$0	\$0	\$0	\$0	\$0	\$0

<b>Purchase Additional Light Rail Vehicles (EP 15)</b>									
SFMTA	Light Rail Vehicle Procurement <sup>2</sup>	PROC	Pending	\$4,592,490					\$4,592,490
<b>Programmed in 5YPP</b>				\$4,592,490	\$0	\$0	\$0	\$0	\$4,592,490
<b>Total Programmed in 2014 Strategic Plan</b>				\$4,592,490	\$0	\$0	\$0	\$0	\$4,592,490
<b>Cumulative Remaining Programming Capacity</b>				\$0	\$0	\$0	\$0	\$0	\$0



Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	

#### Other Transit Enhancements (EP 16)

SFMTA	Glen Park Transportation Improvements [NTIP]	PS&E, CON	Programmed		\$496,000				\$496,000
SFMTA	Geary Bus Rapid Transit	CON	Programmed				\$2,754,000		\$2,754,000
SFMTA	19th Avenue/M-Ocean View	PA&ED	Programmed			\$3,000,000			\$3,000,000
Any Eligible	NTIP Placeholder	Any	Programmed		\$1,000,000				\$1,000,000
<b>Programmed in 5YPP</b>				\$0	\$1,496,000	\$3,000,000	\$2,754,000	\$0	\$7,250,000
<b>Total Programmed in 2014 Strategic Plan</b>				\$0	\$1,496,000	\$3,000,000	\$2,754,000	\$0	\$7,250,000
<b>Cumulative Remaining Programming Capacity</b>				\$0	\$0	\$0	\$0	\$0	\$0

#### ROLL-UP of EPs 10-16

<b>Programmed in 5YPPs</b>				\$10,489,577	\$2,087,540	\$3,750,000	\$8,108,332	\$0	\$24,435,449
<b>Total Allocated and Pending in 5YPPs</b>				\$4,681,490	\$0	\$0	\$0	\$0	\$4,681,490
<b>Total Deobligated in 5YPPs</b>				\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Unallocated in 5YPPs</b>				\$5,808,087	\$2,087,540	\$3,750,000	\$8,108,332	\$0	\$19,753,959
<b>Total Programmed in 2014 Strategic Plan</b>				\$10,489,577	\$2,087,540	\$3,750,000	\$8,108,332	\$0	\$24,435,449
<b>Cumulative Remaining Programming Capacity</b>				\$0	\$0	\$0	\$0	\$0	\$0

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

#### FOOTNOTES:

<sup>1</sup> 5YPP Amendment to move \$89,000 from the final design phase to the planning phase of the Quint-Jerrold Connector Road project (Res. 15-09, 09.23.2014)

<sup>2</sup> Finance cost-neutral Strategic Plan and 5YPP Amendment to accommodate SFMTA's LRV Procurement project (Res. 14-XX, DA.MO.YEAR)

Advance \$1,500,000 in FY 2017/18 funds to FY 2014/15 and combine with the \$3,092,492 in funds in Fiscal Year 2014/15 for the Purchase Additional LRVs project. \$1,500,000 in cash flow remains in Fiscal Year 2017/18.



**Prop K 5-Year Project List (FY 2014/15 - FY 2018/19)**

**Transit Enhancements - (EPs 10-16)**

**Cash Flow (\$) Maximum Annual Reimbursement**

Pending Transportation Authority Board Amendment (Anticipated 10.21.14)

Project Name	Phase							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Extension of Trolleybus Lines/Motor Coach Conversion								
22 Fillmore Overhead Line Extension (16th Street Multimodal Corridor Project)	CON				\$1,079,063	\$2,990,000		\$4,069,063
Cash Flow Programmed in 5YPP		\$0	\$0	\$0	\$1,079,063	\$2,990,000	\$0	\$4,069,063
Cash Flow Programmed in 2014 Strategic Plan		\$0	\$0	\$0	\$1,079,063	\$2,990,000	\$0	\$4,069,063
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0

<b>F-Line Extension to Fort Mason (EP 11)</b>								
F-Line Extension	PLAN/ CER		\$41,122	\$41,122	\$123,367			\$205,611
F-Line Extension	PS&E				\$178,423	\$178,423	\$178,423	\$535,269
<b>Cash Flow Programmed in 5YPP</b>		\$0	\$41,122	\$41,122	\$301,790	\$178,423	\$178,423	\$740,880
<b>Cash Flow Programmed in 2014 Strategic Plan</b>		\$0	\$41,122	\$41,122	\$301,790	\$178,423	\$178,423	\$740,880
<b>Cumulative Remaining Cash Flow Capacity</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0

<b>Purchase/Rehabilitation Historic Street Cars (EP 12)</b>								
Historic Vehicle Rehabilitation/Replacement Milan (11) and Vintage (6)	CON		\$100,000	\$167,929				\$267,929
<b>Cash Flow Programmed in 5YPP</b>		\$0	\$100,000	\$167,929	\$0	\$0	\$0	\$267,929
<b>Cash Flow Programmed in 2014 Strategic Plan</b>		\$0	\$100,000	\$167,929	\$0	\$0	\$0	\$267,929
<b>Cumulative Remaining Cash Flow Capacity</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0



Project Name	Phase							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Balboa Park BART/MUNI Station Access (EP 13)								
Balboa Park Station Area and Geneva Plaza Improvements	CON	\$1,644,065	\$548,022					\$2,192,087
Balboa Park Geneva Plaza Improvement Coordination	PS&E	\$150,000	\$100,000					\$250,000
I-280 Interchange Improvements at Balboa Park	PLAN/ CER, ENV, PS&E	\$500,000	\$250,000					\$750,000
Placeholder for Balboa Park Station Area Improvements	PLAN/CER, ENV, PS&E			\$250,000	\$250,000	\$250,000		\$750,000
Cash Flow Programmed in 5YPP		\$2,294,065	\$898,022	\$250,000	\$250,000	\$250,000	\$0	\$3,942,087
Cash Flow Programmed in 2014 Strategic Plan		\$2,294,065	\$898,022	\$250,000	\$250,000	\$250,000	\$0	\$3,942,087
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0

<b>Relocation of Paul Street Caltrain Station to Oakdale</b>								
Quint-Jerrolld Connector Road 1	PS&E	\$376,000						\$376,000
Quint-Jerrolld Connector Road Workforce and Contractor Outreach 1	PLAN/ CER	\$89,000						\$89,000
Quint-Jerrolld Connector Road	R/W	\$2,240,000						\$2,240,000
Quint-Jerrolld Connector Road	CON		\$118,000					\$118,000
Caltrain Oakdale Station Further Project Development	PA&ED				\$187,500	\$375,000	\$187,500	\$750,000
<b>Cash Flow Programmed in 5YPP</b>		\$2,705,000	\$118,000	\$0	\$187,500	\$375,000	\$187,500	\$3,573,000
<b>Cash Flow Programmed in 2014 Strategic Plan</b>		\$2,705,000	\$118,000	\$0	\$187,500	\$375,000	\$187,500	\$3,573,000
<b>Cumulative Remaining Cash Flow Capacity</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0

<b>Purchase Additional Light Rail Vehicles (EP 15)</b>								
Light Rail Vehicle Procurement <sup>2</sup>	PROC			\$3,092,490	\$1,500,000			\$4,592,490
<b>Cash Flow Programmed in 5YPP</b>		\$0	\$0	\$3,092,490	\$1,500,000	\$0	\$0	\$4,592,490
<b>Cash Flow Programmed in 2014 Strategic Plan</b>		\$0	\$0	\$3,092,490	\$1,500,000	\$0	\$0	\$4,592,490
<b>Cumulative Remaining Cash Flow Capacity</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0



Project Name	Phase							Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	

**Other Transit Enhancements (EP 16)**

Glen Park Transportation Improvements [NTIP]	CON		\$248,000	\$248,000				\$496,000
Geary Bus Rapid Transit	CON				\$688,500	\$1,377,000	\$688,500	\$2,754,000
19th Avenue/M-Ocean View	PA&ED			\$1,500,000	\$1,500,000			\$3,000,000
NTIP Placeholder	Any		\$340,000	\$330,000	\$330,000			\$1,000,000
<b>Cash Flow Programmed in 5YPP</b>		\$0	\$588,000	\$2,078,000	\$2,518,500	\$1,377,000	\$688,500	\$7,250,000
<b>Cash Flow Programmed in 2014 Strategic Plan</b>		\$0	\$588,000	\$2,078,000	\$2,518,500	\$1,377,000	\$688,500	\$7,250,000
<b>Cumulative Remaining Cash Flow Capacity</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0

<b>Cash Flow Programmed in 5YPP</b>		\$4,999,065	\$1,745,144	\$5,629,541	\$5,836,853	\$5,170,423	\$1,054,423	\$24,435,449

<b>Total Cash Flow Pending and Allocated</b>		\$89,000	\$0	\$3,092,490	\$1,500,000	\$0	\$0	\$4,681,490
<b>Total Cash Flow Deobligated</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Cash Flow Unallocated</b>		\$4,910,065	\$1,745,144	\$2,537,051	\$4,336,853	\$5,170,423	\$1,054,423	\$19,753,959
								\$0
<b>Cash Flow Programmed in 2014 Strategic Plan</b>		\$4,999,065	\$1,745,144	\$5,629,541	\$5,836,853	\$5,170,423	\$1,054,423	\$24,435,449
<b>Cumulative Remaining Cash Flow Capacity</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0

Programmed
Pending Allocation/Appropriation
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See the 2014 Prop K Project List (FY 2014/15 - FY 2018/19) Programming and Allocations to Date table for programming footnotes.



**5-Year Project List (FY 2014/15 - FY 2018/19)**

**Vehicles - Muni (EP 17M)**

**Programming and Allocations to Date**

Pending Transportation Authority Board Amendment (Anticipated 10.21.14)

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)	PROC	Planned			\$4,785,063			\$4,785,063
SFMTA	Historic Vehicle Rehabilitation/Replacement (Milan and Vintage)	PROC	Planned			\$3,304,749			\$3,304,749
SFMTA	Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses	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 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches (2018/19)	PROC	Planned					\$26,433,627	\$26,433,627
SFMTA	Motor Coach Replacement Warranty: 30' Motor Coaches (30), 40' Motor Coaches (211), 60' Motor Coaches (124)	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		\$53,611,069				\$53,611,069
SFMTA	Replace 33 ETI 60' Trolley Coaches	PROC	Planned			\$16,111,653			\$16,111,653
SFMTA	Replace 75 ETI 40' Trolley Coaches	PROC	Planned			\$40,208,302			\$40,208,302
SFMTA	Replace 65 ETI 40' Trolley Coaches with 12 60' Trolley Coaches	PROC	Planned				\$5,858,783		\$5,858,783
SFMTA	Trolley Coach Replacement Warranty: 40' Trolley Coaches (175); 60' Trolley Coaches (105)	Warranty	Planned			\$150,000			\$150,000
SFMTA	Paratransit Van Replacement: Class B Vehicle (35)	PROC	Planned					\$931,019	\$931,019
SFMTA	LRV Procurement*	PROC	Pending	\$60,116,310					\$60,116,310
<b>Programmed in 5YPP</b>				\$81,116,310	\$136,719,650	\$64,559,767	\$5,858,783	\$27,364,646	\$315,619,156
<b>Total Allocated and Pending in 5YPP</b>				\$60,116,310	\$0	\$0	\$0	\$0	\$60,116,310
<b>Total Deobligated in 5YPP</b>				\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Unallocated in 5YPP</b>				\$21,000,000	\$136,719,650	\$64,559,767	\$5,858,783	\$27,364,646	\$255,502,846
<b>Total Programmed in 2014 Strategic Plan</b>				\$77,536,310	\$136,719,650	\$64,559,767	\$5,858,783	\$27,364,646	\$312,039,156
<b>Deobligated from Prior 5YPP Cycles **</b>				\$3,580,000					\$3,580,000
<b>Cumulative Remaining Programming Capacity</b>				\$0	\$0	\$0	\$0	\$0	\$0

\*\*Pending

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

**Footnotes:**

<sup>1</sup> Strategic Plan and comprehensive 5YPP Amendment to accommodate SFMTA's LRV Procurement project (Res. 15-XX, MO.DA.YEAR).



**5-Year Project List (FY 2014/15 - FY 2018/19)**

**Vehicles - Muni (EP 17M)**

**Cash Flow (\$) Maximum Annual Reimbursement**

Pending Transportation Authority Board Amendment (Anticipated 10.21.14)

Project Name	Phase	Fiscal Year											2025/26	2026/27	2027/28	Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25				
Historic Vehicle Rehabilitation/Replacement (16 PCC)	PROC			\$1,559,931	\$1,612,566	\$1,612,566										\$4,785,063
Historic Vehicle Rehabilitation/Replacement (Milan and Vintage)	PROC			\$376,742	\$1,457,394	\$1,470,613										\$3,304,749
Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses	PROC		\$22,732,583	\$22,732,583												\$45,465,166
Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Motor Coaches (2015/16)	PROC		\$18,746,708	\$18,746,708												\$37,493,415
Replace 30 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches (2018/19)	PROC					\$13,216,814	\$13,216,814									\$26,433,627
Motor Coach Replacement Warranty: 30' Motor Coaches (30), 40' Motor Coaches (211), 60' Motor Coaches (124)	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		\$11,258,324	\$21,444,428	\$20,908,317											\$53,611,069
Replace 33 ETI 60' Trolley Coaches	PROC			\$8,055,826.50	\$8,055,826.50											\$16,111,653
Replace 75 ETI 40' Trolley Coaches	PROC			\$15,548,550	\$24,659,752											\$40,208,302
Replace 65 ETI 40' Trolley Coaches with 12 60' Trolley Coaches	PROC				\$2,929,392	\$2,929,392										\$5,858,783
Trolley Coach Replacement Warranty: 40' Trolley Coaches (175); 60' Trolley Coaches (105)	Warranty			\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000			\$150,000
Paratransit Van Replacement: Class B Vehicle (35)	PROC					\$931,019										\$931,019
LRV Procurement*	PROC						\$382,369	\$2,965,510	\$8,388,642	\$9,784,631	\$10,075,544	\$10,128,849	\$9,690,546	\$6,778,430	\$1,921,789	\$60,116,310
<b>Cash Flow Programmed in 5YPP</b>		\$2,100,000	\$71,652,615	\$88,494,768	\$59,653,247	\$20,190,403	\$13,629,183	\$2,995,510	\$8,418,642	\$9,814,631	\$10,105,544	\$10,158,849	\$9,705,546	\$6,778,430	\$1,921,789	\$315,619,156
<b>Total Cash Flow Allocated</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Cash Flow Deobligated</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Cash Flow Unallocated</b>		\$2,100,000	\$71,652,615	\$88,494,768	\$59,653,247	\$20,190,403	\$13,629,183	\$2,995,510	\$8,418,642	\$9,814,631	\$10,105,544	\$10,158,849	\$9,705,546	\$6,778,430	\$1,921,789	\$315,619,156
<b>Total Cash Flow in 2014 Strategic Plan</b>		\$1,749,565	\$71,702,283	\$88,548,170	\$59,706,650	\$20,243,807	\$21,537,989	\$11,470,282	\$18,318,577	\$11,963,855	\$12,318,506	\$12,348,075	\$11,813,740	\$8,263,581	\$2,342,853	\$352,327,933
<b>Deobligated from Prior 5YPP Cycles **</b>		\$3,580,000														\$3,580,000
<b>Cumulative Remaining Cash Flow Capacity</b>		\$3,229,565	\$3,279,233	\$3,332,635	\$3,386,039	\$3,439,443	\$11,348,249	\$19,823,021	\$29,722,956	\$31,872,180	\$34,085,142	\$36,274,368	\$38,382,562	\$39,867,713	\$40,288,777	\$40,288,777

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Board Approved Allocation/Appropriation



2014 PROPOSITION K  
5-YEAR PRIORITIZATION PROGRAM



## TRANSIT SYSTEM MAINTENANCE AND RENOVATION

### VEHICLES - Muni

Approved July 22, 2014

Amended [DATE]

Prepared for the San Francisco County Transportation Authority

By San Francisco Municipal Transportation Agency



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).”

## 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 \$247 million in Prop K funds to support replacement of nearly all of Muni's rubber-tired fleet (motor coaches, trolley coaches and paratransit vans). The SFMTA also proposes to use over \$60 million to replace the entire light rail vehicle fleet, as well as over \$8 million for rehabilitation of some historic light rail vehicles to enable reliable operation of these vehicles for years to come. The types of improvements funded through this 5YPP 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 Leveraging<sup>1</sup>**

Category	Expected Leveraging (Non-Prop K Funds)	Proposed Leveraging (Non-Prop K Funds)
Vehicles – Muni	84%	76%

<sup>1</sup> 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 76% 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**

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

<b>Sponsor</b>	<b>Fiscal Year of Allocation</b>	<b>Project Name</b>	<b>Phase(s) Funded</b>	<b>Total Allocated as of 3/31/2014</b>	<b>% Complete as of 3/31/2014</b>
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 Neoplam 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.



	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA			
	Project Readiness	Time Sensitive Urgency	Community Support	Safety	Replace Asset at End of Useful Life	Increases Capacity	Total
<b><i>Total Possible Score</i></b>	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	4	0	2	3	3	1	13
Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Motor Coaches	4	0	2	3	3	1	13
Replace 30 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches	4	0	2	3	3	1	13
Motor Coach Replacement Warranty: 30' Motor Coaches (30), 40' Motor Coaches (211), 60' Motor Coaches (124)	4	1	2	3	2	1	13
Replace 60 New Flyer 60' Trolley Coaches	4	0	2	3	3	1	13
Replace 100 ETI 40' Trolley Coaches	4	0	2	3	3	1	13
Replace 33 ETI 60' Trolley Coaches	4	0	2	3	3	1	13
Replace 75 ETI 40' Trolley Coaches	4	0	2	3	3	1	13
Replace 65 ETI 40' Trolley Coaches with 12 60' Trolley Coaches	4	0	2	3	3	1	13
Trolley Coach Replacement Warranty: 40' Trolley Coaches (175), 60' Trolley Coaches (105)	4	1	2	3	2	1	13
Paratransit Van Replacement: Class B Vehicle (35)	4	0	2	3	3	1	13
Light Rail Vehicle Procurement	4	2	2	3	3	2	16

#### 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.

**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. 5-Year Project List (FY 2014/15 - FY 2018/19) (as amended)  
Vehicles - Muni (EP 17M)  
Programming and Allocations to Date

Pending Transportation Authority Board Amendment (Anticipated 10.21.14)

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)	PROC	Planned			\$4,785,063			\$4,785,063
SFMTA	Historic Vehicle Rehabilitation/Replacement (Milan and Vintage)	PROC	Planned			\$3,304,749			\$3,304,749
SFMTA	Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses	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 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches (2018/19)	PROC	Planned					\$26,433,627	\$26,433,627
SFMTA	Motor Coach Replacement Warranty: 30' Motor Coaches (30), 40' Motor Coaches (211), 60' Motor Coaches (124)	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		\$53,611,069				\$53,611,069
SFMTA	Replace 33 ETI 60' Trolley Coaches	PROC	Planned			\$16,111,653			\$16,111,653
SFMTA	Replace 75 ETI 40' Trolley Coaches	PROC	Planned			\$40,208,302			\$40,208,302
SFMTA	Replace 65 ETI 40' Trolley Coaches with 12 60' Trolley Coaches	PROC	Planned				\$5,858,783		\$5,858,783
SFMTA	Trolley Coach Replacement Warranty: 40' Trolley Coaches (175); 60' Trolley Coaches (105)	Warranty	Planned			\$150,000			\$150,000
SFMTA	Paratransit Van Replacement: Class B Vehicle (35)	PROC	Planned					\$931,019	\$931,019
SFMTA	LRV Procurement*	PROC	Pending	\$60,116,310					\$60,116,310
Programmed in 5YPP				\$81,116,310	\$136,719,650	\$64,559,767	\$5,858,783	\$27,364,646	\$315,619,156
Total Allocated and Pending in 5YPP				\$60,116,310	\$0	\$0	\$0	\$0	\$60,116,310
Total Deobligated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$21,000,000	\$136,719,650	\$64,559,767	\$5,858,783	\$27,364,646	\$255,502,846
Total Programmed in 2014 Strategic Plan				\$77,536,310	\$136,719,650	\$64,559,767	\$5,858,783	\$27,364,646	\$312,039,156
Deobligated from Prior 5YPP Cycles **				\$3,580,000					\$3,580,000
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0

\*Pending

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

Footnotes:

<sup>1</sup> Strategic Plan and comprehensive 5YPP Amendment to accommodate SFMTA's LRV Procurement project (Res. 15-XX, MO.DA.YEAR).



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

Vehicles - Muni (EP 17M)

Cash Flow (\$) Maximum Annual Reimbursement

Pending Transportation Authority Board Amendment (Anticipated 10.21.14)

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	2024/25	2025/26	2026/27	2027/28	
Historic Vehicle Rehabilitation/Replacement (16 PCC)	PROC			\$1,559,931	\$1,612,566	\$1,612,566										\$4,785,063
Historic Vehicle Rehabilitation/Replacement (Milan and Vintage)	PROC			\$376,742	\$1,457,394	\$1,470,613										\$3,304,749
Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses	PROC		\$22,732,583	\$22,732,583												\$45,465,166
Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60'Motor Coaches (2015/16)	PROC		\$18,746,708	\$18,746,708												\$37,493,415
Replace 30 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches (2018/19)	PROC					\$13,216,814	\$13,216,814									\$26,433,627
Motor Coach Replacement Warranty: 30' Motor Coaches (30), 40' Motor Coaches (211), 60' Motor Coaches (124)	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		\$11,258,324	\$21,444,428	\$20,908,317											\$53,611,069
Replace 33 ETI 60' Trolley Coaches	PROC			\$8,055,826.50	\$8,055,826.50											\$16,111,653
Replace 75 ETI 40' Trolley Coaches	PROC			\$15,548,550	\$24,659,752											\$40,208,302
Replace 65 ETI 40' Trolley Coaches with 12 60' Trolley Coaches	PROC				\$2,929,392	\$2,929,392										\$5,858,783
Trolley Coach Replacement Warranty: 40' Trolley Coaches (175); 60' Trolley Coaches (105)	Warranty			\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000			\$150,000
Paratransit Van Replacement: Class B Vehicle (35)	PROC					\$931,019										\$931,019
LRV Procurement*	PROC						\$382,369	\$2,965,510	\$8,388,642	\$9,784,631	\$10,075,544	\$10,128,849	\$9,690,546	\$6,778,430	\$1,921,789	\$60,116,310
Cash Flow Programmed in 5YPP		\$2,100,000	\$71,652,615	\$88,494,768	\$59,653,247	\$20,190,403	\$13,629,183	\$2,995,510	\$8,418,642	\$9,814,631	\$10,105,544	\$10,158,849	\$9,705,546	\$6,778,430	\$1,921,789	\$315,619,156
Total Cash Flow Allocated		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Cash Flow Unallocated		\$2,100,000	\$71,652,615	\$88,494,768	\$59,653,247	\$20,190,403	\$13,629,183	\$2,995,510	\$8,418,642	\$9,814,631	\$10,105,544	\$10,158,849	\$9,705,546	\$6,778,430	\$1,921,789	\$315,619,156
Total Cash Flow in 2014 Strategic Plan		\$1,749,565	\$71,702,283	\$88,548,170	\$59,706,650	\$20,243,807	\$21,537,989	\$11,470,282	\$18,318,577	\$11,963,855	\$12,318,506	\$12,348,075	\$11,813,740	\$8,263,581	\$2,342,853	\$352,327,933
Deobligated from Prior 5YPP Cycles **		\$3,580,000														\$3,580,000
Cumulative Remaining Cash Flow Capacity		\$3,229,565	\$3,279,233	\$3,332,635	\$3,386,039	\$3,439,443	\$11,348,249	\$19,823,021	\$29,722,956	\$31,872,180	\$34,085,142	\$36,274,368	\$38,382,562	\$39,867,713	\$40,288,777	\$40,288,777

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation



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:	<a href="mailto:louis.maffei@sfmta.com">louis.maffei@sfmta.com</a> , <a href="mailto:elson.hao@sfmta.com">elson.hao@sfmta.com</a>
Environmental Clearance	
Type:	
Status:	
Completion Date (Actual or Anticipated):	

Project Delivery Milestones	Status	Work	Start Date		End Date	
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



<b>Project Name:</b>	Historic Vehicle Rehabilitation/Replacement (16 PCC)
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Project Cost Estimate		Funding Source	
Phase	Cost	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)	\$ -		
<b>Total Project Cost</b>	<b>\$ 40,319,533</b>	<b>\$ 4,785,063</b>	<b>\$ 35,534,470</b>
<b>Percent of Total</b>		<b>12%</b>	<b>88%</b>

Project Expenditures (Cash Flow) By Fiscal Year				Enter Cash Flow Here					
Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	14/15	15/16	16/17	17/18	18/19	Total
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			\$1,559,931	\$1,612,566	\$1,612,566	\$ 4,785,063
<b>Total By Fiscal Year</b>				<b>\$ 7,523,010</b>	<b>\$ 7,277,430</b>	<b>\$ 8,359,931</b>	<b>\$ 8,480,223</b>	<b>\$ 8,678,939</b>	<b>\$ 40,319,533</b>

Comments/Concerns



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:	2016/17
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:	<a href="mailto:louis.maffei@sfmta.com">louis.maffei@sfmta.com</a> , <a href="mailto:elson.hao@sfmta.com">elson.hao@sfmta.com</a>
Environmental Clearance	
Type:	
Status:	
Completion Date (Actual or Anticipated):	

Project Delivery Milestones	Status	Work	Start Date		End Date	
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



<b>Project Name:</b>	Historic Vehicle Rehabilitation - Milan (11) and Vintage Cars (6)
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Project Cost Estimate		Funding Source	
Phase	Cost	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)	\$ -		
<b>Total Project Cost</b>	<b>\$ 18,363,392</b>	<b>\$ 3,572,678</b>	<b>\$ 14,790,714</b>
<b>Percent of Total</b>		<b>19%</b>	<b>81%</b>

Project Expenditures (Cash Flow) By Fiscal Year				Enter Cash Flow Here					
Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	14/15	15/16	16/17	17/18	18/19	Total
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			\$376,742	\$1,457,394	\$1,470,613	\$ 3,304,749
Construction	Prop K (EP 12)	Planned	15/16		\$ 267,929				\$ 267,929
<b>Total By Fiscal Year</b>				<b>\$ 500,000</b>	<b>\$ 2,360,449</b>	<b>\$ 867,662</b>	<b>\$ 7,281,648</b>	<b>\$ 7,353,633</b>	<b>\$ 18,363,392</b>

**Comments/Concerns**



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:	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:	<a href="mailto:TJ.lansang@sfmta.com">TJ.lansang@sfmta.com</a>
Environmental Clearance	
Type:	
Status:	
Completion Date (Actual or Anticipated):	

Project Delivery Milestones	Status	Work	Start Date		End Date	
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) - to	NA	NA	NA	NA	NA	NA
Start Procurement (e.g. rolling stock)	0%	Contracted	July	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



Project Name:	Replace Motor Coaches: 30' Motor Coaches (30) , 40' Motor Coaches (211), 60' Motor Coaches (124)
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Project Cost Estimate		Funding Source	
Phase	Cost	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)	\$ 374,412,005	\$ 133,088,013	\$ 241,323,992
Warranty	\$ 750,000	\$ 150,000	\$ 600,000
Total Project Cost	\$ 375,537,005	\$ 133,238,013	\$ 242,298,992
Percent of Total		35%	65%

Project Expenditures (Cash Flow) By Fiscal Year				Enter Cash Flow Here											Total
Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	
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							\$ 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											\$ 8,637,726
Procurement (e.g. rolling stock)	FTA-5307	Planned	15/16		\$ 69,178,554										\$ 69,178,554
Procurement (e.g. rolling stock)	Prop K (EP17)	Planned	15/16		\$ 22,732,583	\$ 22,732,583									\$ 45,465,166
Procurement (e.g. rolling stock)	FTA-5307	Planned	15/16		\$ 63,064,344										\$ 63,064,344
Procurement (e.g. rolling stock)	Prop K (EP17)	Planned	15/16		\$18,746,708	\$18,746,708									\$ 37,493,416
Procurement (e.g. rolling stock)	FTA-5307	Planned	19/20						\$ 17,413,200						\$ 17,413,200
Procurement (e.g. rolling stock)	Prop K (EP17)	Planned	19/20						\$ 2,932,356	\$ 2,932,356	\$ 3,021,215				\$ 8,885,927
Procurement (e.g. rolling stock)	FTA-5307	Planned	19/20						\$ 29,022,000						\$ 29,022,000
Procurement (e.g. rolling stock)	Prop K (EP17)	Planned	19/20						\$ 4,887,259	\$ 4,887,259	\$ 5,035,358				\$ 14,809,876
Procurement (e.g. rolling stock)	FTA-5307	Planned	18/19					\$ 49,917,840							\$ 49,917,840
Procurement (e.g. rolling stock)	Prop K (EP17)	Planned	18/19					\$13,216,814	\$13,216,814						\$ 26,433,628
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	\$ 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	\$ 150,000
Total By Fiscal Year				\$ 12,803,054	\$ 173,872,189	\$ 41,629,291	\$ 150,000	\$ 63,284,654	\$ 67,546,629	\$ 7,894,615	\$ 8,131,573	\$ 75,000	\$ 75,000	\$ 75,000	\$ 375,537,005

Comments/Concerns



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:	<a href="mailto:TJ.lansang@sfmta.com">TJ.lansang@sfmta.com</a>
Environmental Clearance	
Type:	
Status:	
Completion Date (Actual or Anticipated):	

Project Delivery Milestones	Status	Work	Start Date		End Date	
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.



Project Name:	Trolley Coach Replacement: 40' Trolley Coaches (175); 60' Trolley Coaches (up to 105)
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Project Cost Estimate		Funding Source	
Phase	Cost	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)	\$ 465,789,505	\$ 136,789,505	\$ 329,000,000
Warranty		\$ 120,000	\$ 480,000
Total Project Cost	\$ 466,764,505	\$ 136,909,505	\$ 329,855,000
Percent of Total		29%	71%

Project Expenditures (Cash Flow) By Fiscal Year				Enter Cash Flow Here												Total
Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	
Procurement (e.g. rolling stock)	FTA-5309	Allocated	12/13	\$ 84,000,000												\$ 84,000,000
Procurement (e.g. rolling stock)	Prop K (EP17)	Planned	14/15	\$ 2,100,000	\$ 18,900,000											\$ 21,000,000
Procurement (e.g. rolling stock)	FTA-5309	Planned	15/16		\$ 21,840,000											\$ 21,840,000
Procurement (e.g. rolling stock)	FTA-5309	Planned	16/17			\$ 82,160,000										\$ 82,160,000
Procurement (e.g. rolling stock)	Prop K (EP17)	Planned	15/16		\$11,258,324	\$21,444,428	\$20,908,317									\$ 53,611,069
Procurement (e.g. rolling stock)	FTA-5309	Planned	16/17			\$ 46,200,000										\$ 46,200,000
Procurement (e.g. rolling stock)	Prop K (EP17)	Planned	16/17			\$ 8,055,826	\$ 8,055,526									\$ 16,111,352
Procurement (e.g. rolling stock)	FTA-5309	Planned	17/18			\$ 78,000,000										\$ 78,000,000
Procurement (e.g. rolling stock)	Prop K (EP17)	Planned	16/17			\$15,548,550	\$24,659,752									\$ 40,208,302
Procurement (e.g. rolling stock)	FTA-5309	Planned	17/18				\$ 16,800,000									\$ 16,800,000
Procurement (e.g. rolling stock)	Prop K (EP17)	Planned	17/18				\$ 2,929,391	\$ 2,929,391								\$ 5,858,782
Design Engineering (PS&E)	FTA-5309	Allocated	13/14	\$ 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
Warranty	FTA-5309	Planned	14/15			\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000			\$ 480,000
Warranty	Prop K (EP17)	Planned	16/17			\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000			\$ 120,000
Total By Fiscal Year				\$ 86,175,000	\$ 52,073,324	\$ 251,558,804	\$ 73,502,986	\$ 3,079,391	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ 466,764,505

Comments/Concerns



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:	2018/19
Project Information	
Project Name:	Paratransit Van Replacement: Class B Vehicles (35)
Project Location:	
Project Supervisorial District(s):	
Project Description:	This project will replace 61 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:	35 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:	<a href="mailto:Tess.Kavanagh@sfmta.com">Tess.Kavanagh@sfmta.com</a>
Environmental Clearance	
Type:	
Status:	
Completion Date (Actual or Anticipated):	

Project Delivery Milestones	Status	Work	Start Date		End Date	
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) - to	NA	NA	NA	NA	NA	NA
Start Procurement (e.g. rolling stock)	0%	Contracted	July	2018	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: 35 Class B Vehicles (FY 18/19).



Project Name:	Paratransit Van Replacement: Class B Vehicles (35)
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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)	\$ 5,433,750	\$ 931,019	\$ 4,502,731
Total Project Cost	\$ 5,433,750	\$ 931,019	\$ 4,502,731
Percent of Total		17%	83%

Project Expenditures (Cash Flow) By Fiscal Year				Enter Cash Flow Here					
Phase	Fund Source	Fund Source Status	Fiscal Year Funds Available	14/15	15/16	16/17	17/18	18/19	Total
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				\$ -	\$ -	\$ -	\$ -	\$ 5,433,750	\$ 5,433,750

Comments/Concerns

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



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:	Light Rail Vehicle Procurement
Project Location:	citywide
Project Supervisorial District(s):	citywide
Project Description:	<p>On September 9, 2014, the San Francisco Board of Supervisors unanimously approved a 15-year light rail vehicle (LRV) procurement contract with Siemens Industry, Inc., for the SFMTA to purchase up to 260 new LRVs. The base contract is for 175 cars, 151 cars to replace the existing Breda LRVs and 24 additional cars needed for increased service demand for the Central Subway and Mission Bay. The contract also includes two options to acquire up to a total of 85 more LRVs to meet projected future ridership growth and system capacity expansion needs through 2040.</p> <p>Highlights of the project are:</p> <ul style="list-style-type: none"> <li>- The project will grow SFMTA's LRV fleet by more than 70 percent and will help move the Agency forward toward achieving its strategic goal of creating a safer, more efficient and reliable transportation system.</li> <li>- The new vehicles will be purchased at a 20 percent lower cost than the SFMTA projected cost.</li> <li>- The purchase includes all engineering, design, manufacture, test, and warranty of the vehicles together with training, manuals, spare parts and special tools to support the new fleet.</li> <li>- The new cars will be much easier to maintain and reliability will improve from the current level of 5,500 miles between failures to a contractual requirement of 25,000 miles between failures. (The contractor is projecting an even higher level of 59,000 miles between failures).</li> <li>- The proposed vehicle offers safety enhancements such as hydraulic brakes, bright LED lighting and improved driver visibility.</li> </ul>
Purpose and Need:	Current Breda LRVs will reach the end of their useful lifespan and must be replaced.
Community Engagement/Support:	
Implementing Agency:	SFMTA - San Francisco Municipal Railway (MUNI)
Project Manager:	Trinh Nguyen
Phone Number:	415-701-4602
Email:	<a href="mailto:trinh.nguyen@sfmta.com">trinh.nguyen@sfmta.com</a>
Environmental Clearance	
Type:	Categorically Exempt
Status:	Completed
Completion Date (Actual or Anticipated):	11/26/08

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Year	Quarter	Year
Planning/Conceptual Engineering (30%)	NA	NA				
Environmental Studies (PA&ED)	N/A	N/A				
Design Engineering (PS&E)	100%	In-house				
R/W Activities/Acquisition	N/A	N/A				
Advertise Construction	0%	In-house	1	2013/14		
Start Construction (i.e. Award Contract)	NA	NA				
Start Procurement (e.g. rolling stock)	0%	In-house	1	2014/15	2	2028/29
Warranty	0%	N/A	2	2016/17	2	2028/29

Comments/Concerns



**Light Rail Vehicle Procurement - Anticipated Delivery Schedule**

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	TOTAL
<b>Central Subway/Expansion</b>				2	14	8												<b>24</b>
<b>Replacement Cars</b>									8	25	25	27	27	26	13			<b>151</b>
<b>Expansion Cars Option 1 - 40</b>						17	23											<b>40</b>
<b>Expansion Cars Option 2 - 45</b>															11	24	10	<b>45</b>
<b>Total Cars Delivered (annual)</b>	0	0	0	2	14	25	23	0	8	25	25	27	27	26	24	24	10	<b>260</b>
<b>Cumulative Cars Delivered</b>	0	0	0	2	16	41	64	64	72	97	122	149	176	202	226	250	260	



**Light Rail Vehicle Procurement - Contract Summary**

Contract	Number of Light Rail Vehicles			Contract Value	Escalation Allowance	Tax @8.75 %	Project Support (5%)	Contingency (5%)	Total Cost
	Replacement	Expansion	Total						
Base	151	24	<b>175</b>	\$648,632,001	\$133,300,188	\$68,419,067	\$39,096,609	\$44,472,393	\$933,920,258
Option #1	0	40	<b>40</b>	\$161,134,617	\$14,920,188	\$15,404,795	\$8,802,740	\$10,013,117	\$210,275,457
Option #2	0	45	<b>45</b>	\$149,805,495	\$84,859,087	\$20,533,151	\$11,733,229	\$13,346,548	\$280,277,510
<b>Total</b>	<b>151</b>	<b>109</b>	<b>260</b>	<b>\$959,572,113</b>	<b>\$233,079,463</b>	<b>\$104,357,013</b>	<b>\$59,632,578</b>	<b>\$67,832,058</b>	<b>\$1,424,473,225</b>



**Major Line Item Budget - Cash Flow and Source**  
**Base Contract (24 Expansion Vehicles + 151 Replacement Vehicles)**

	2013	2014	2015	2016	2017	2018	2019	2020	2021
<b>Annual Cash Flow</b>	\$ 921,169	\$ 1,074,697	\$ 24,453,721	\$ 4,689,870	\$ 77,649,475	\$ 53,681,161	\$ -	\$ 4,906,793	\$ 38,055,283
Contract <sup>1</sup>	\$ -	\$ -	\$ 20,138,110	\$ 2,661,800	\$ 66,657,203	\$ 46,103,861	\$ -	\$ 2,105,016	\$ 28,212,065
Tax (8.75%)	\$ -	\$ -	\$ 1,762,085	\$ 232,908	\$ 5,832,505	\$ 4,034,088	\$ -	\$ 184,189	\$ 2,468,556
Project Support (5%) <sup>2</sup>	\$ 877,304	\$ 1,023,521	\$ 1,389,064	\$ 1,571,835	\$ 1,462,173	\$ 986,966	\$ -	\$ 2,383,931	\$ 5,562,506
Contingency	\$ 43,865	\$ 51,176	\$ 1,164,463	\$ 223,327	\$ 3,697,594	\$ 2,556,246	\$ -	\$ 233,657	\$ 1,812,156
<b>Cumulative Cash Need</b>	\$ 921,169	\$ 1,995,865	\$ 26,449,587	\$ 31,139,457	\$ 108,788,932	\$ 162,470,093	\$ 162,470,093	\$ 167,376,886	\$ 205,432,169
Cumulative Funds in hand	\$ 2,000,000	\$ 14,500,000	\$ 37,000,000	\$ 51,000,000	\$ 160,970,093	\$ 162,470,093	\$ 162,470,093	\$ 167,376,886	\$ 205,432,169
Net Cash Balance	\$ 1,078,831	\$ 12,504,135	\$ 10,550,413	\$ 19,860,543	\$ 52,181,161	\$ -	\$ -	\$ -	\$ -
<b>Base Project Anticipated Cash in Hand and Fund Source</b> xx									
	2013	2014	2015	2016	2017	2018	2019	2020	2021
<b>Cumulative Total</b>	\$ 2,000,000	\$ 14,500,000	\$ 37,000,000	\$ 51,000,000	\$ 160,970,093	\$ 162,470,093	\$ 162,470,093	\$ 167,376,886	\$ 205,432,169
SFMTA Revenue Bond	\$ -	\$ 12,500,000	\$ 12,500,000	\$ -	\$ 106,877,603	\$ -	\$ -	\$ -	\$ -
Central Subway (FTA or State)	\$ 2,000,000	\$ -	\$ 10,000,000	\$ 14,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K Total	\$ -	\$ -	\$ -	\$ -	\$ 3,092,490	\$ 1,500,000	\$ -	\$ 981,359	\$ 7,611,057
Prop K EP 15	\$ -	\$ -	\$ -	\$ -	\$ 3,092,490	\$ 1,500,000	\$ -	\$ -	\$ -
Prop K EP 17M	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 466,145	\$ 3,615,252
Prop K EP 17U	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 515,213	\$ 3,995,805
Transit Capital Priorities (MTC)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,925,434	\$ 30,444,226

	2022	2023	2024	2025	2026	2027	2028	2029	Total
<b>Annual Cash Flow</b>	\$ 107,648,308	\$ 125,562,523	\$ 129,295,695	\$ 129,979,734	\$ 124,355,157	\$ 86,985,064	\$ 24,661,609	\$ -	\$ 933,920,259
Contract <sup>1</sup>	\$ 89,889,044	\$ 106,308,172	\$ 109,577,507	\$ 110,176,556	\$ 105,250,818	\$ 73,254,569	\$ 21,597,468	\$ -	\$ 781,932,189
Tax (8.75%)	\$ 7,865,291	\$ 9,301,965	\$ 9,588,032	\$ 9,640,449	\$ 9,209,447	\$ 6,409,775	\$ 1,889,778	\$ -	\$ 68,419,067
Project Support (5%) <sup>2</sup>	\$ 4,767,862	\$ 3,973,218	\$ 3,973,218	\$ 3,973,218	\$ 3,973,218	\$ 3,178,575	\$ -	\$ -	\$ 39,096,609
Contingency	\$ 5,126,110	\$ 5,979,168	\$ 6,156,938	\$ 6,189,511	\$ 5,921,674	\$ 4,142,146	\$ 1,174,362	\$ -	\$ 44,472,393
<b>Cumulative Cash Need</b>	\$ 313,080,477	\$ 438,643,000	\$ 567,938,695	\$ 697,918,429	\$ 822,273,586	\$ 909,258,650	\$ 933,920,259	\$ 933,920,259	
Cumulative Funds in hand	\$ 313,080,477	\$ 438,643,000	\$ 567,938,695	\$ 697,918,429	\$ 822,273,586	\$ 909,258,650	\$ 933,920,259	\$ 933,920,259	
Net Cash Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>Base Project Anticipated Cash in Hand and Fund Source</b>									
	2022	2023	2024	2025	2026	2027	2028	2029	Total
<b>Cumulative Total</b>	\$ 313,080,477	\$ 438,643,000	\$ 567,938,695	\$ 697,918,429	\$ 822,273,586	\$ 909,258,650	\$ 933,920,259	\$ 933,920,259	\$ 933,920,259
SFMTA Revenue Bond	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 131,877,603
Central Subway (FTA or State)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,000,000
Prop K Total	\$ 21,529,662	\$ 25,112,505	\$ 25,859,139	\$ 25,995,947	\$ 24,871,031	\$ 17,397,013	\$ 4,932,322	\$ -	\$ 158,882,523
Prop K EP 15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,592,490
Prop K EP 17M	\$ 10,226,589	\$ 11,928,440	\$ 12,283,091	\$ 12,348,075	\$ 11,813,740	\$ 8,263,581	\$ 2,342,853	\$ -	\$ 73,287,766
Prop K EP 17U	\$ 11,303,072	\$ 13,184,065	\$ 13,576,048	\$ 13,647,872	\$ 13,057,291	\$ 9,133,432	\$ 2,589,469	\$ -	\$ 81,002,267
Transit Capital Priorities (MTC)	\$ 86,118,646	\$ 100,450,019	\$ 103,436,556	\$ 103,983,787	\$ 99,484,125	\$ 69,588,052	\$ 19,729,287	\$ -	\$ 617,160,133

<sup>1</sup>Includes cost of vehicle warranties.

<sup>2</sup>May include cost of SFMTA labor to administer vehicle warranties.





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

Project Title	Fund Name	Vehicle Class	Vehicle Type	# Replaced	FY Design St.	FY Procure (\$)	FY 15	FY 16	FY 17	FY 18	FY 19	TOTAL (FY15 - FY19)
Replace 34 Neoplan 40' Motor Coaches (2015)	SFCTA-PropK-EP17M	Motor Coach	40'	34	2014	2016	\$ 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	2014	2015	\$ 13,861,344					\$ 13,861,344
Replace 50 Neoplan 60' Motor Coaches (2015)	SFCTA-PropK-EP17M	Motor Coach	60'	50	2014	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	2014	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	2014	2016		\$ 25,349,316				\$ 25,349,316
Replace 30 Neoplan 40' Motor Coaches (2017)	SFCTA-PropK-EP17M	Motor Coach	40'	30	2014	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	2014	2018				\$ 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
Replace 33 ETI 60' Trolley Coaches (2018)	SFCTA-PropK-EP17M	Trolley Coach	60'	33		2018				\$ 16,111,653		\$ 16,111,653
Replace 30 Orion 30' Motor Coaches (2019)	SFCTA-PropK-EP17M	Motor Coach	30'	30	2014	2019					\$ 9,846,564	\$ 9,846,564
Replace 56 Orion 40' Motor Coaches (2019)	SFCTA-PropK-EP17M	Motor Coach	40'	56	2014	2019					\$ 16,587,062	\$ 16,587,062

**SFMTA to update this table based on new programming.**



**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	
Subcategory											
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
<b>Total Programmed in 5YPP</b>						\$1,983,964	\$41,012,195	\$3,753,320	\$5,025,256	\$2,016,825	\$53,791,561
<b>Total Allocated</b>						\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Unallocated</b>						\$1,983,964	\$41,012,195	\$3,753,320	\$5,025,256	\$2,016,825	\$53,791,561
<b>Total Programmed in Amended 2009 Strategic Plan*</b>						\$1,983,964	\$41,012,195	\$3,753,320	\$5,025,256	\$2,016,825	\$53,791,561
<b>Cumulative Remaining Programming Capacity</b>						\$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 <sup>1</sup>	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 <sup>2</sup>	PS&E, CON	Allocated			\$486,338			\$486,338
SFMTA	Paratransit Accessible Vans - FY 11/12 <sup>2</sup>	PS&E, CON	Deobligated			(\$21,977)			(\$21,977)
SFMTA	Motor Coach Replacement - Standard Coach <sup>3</sup>	PS&E,	Programmed	\$0					\$0
SFMTA	NABI Bus Replacement <sup>3</sup>	PS&E,	Allocated				\$403,312		\$403,312
SFMTA	NABI Bus Replacement <sup>4</sup>	PS&E,	Deobligated				(\$403,312)		(\$403,312)
SFMTA	59 40-foot New Flyer Motor Coaches <sup>3,4</sup>	PROC	Allocated				\$15,936,581		\$15,936,581
SFMTA	Replace 35 22' Paratransit Vans <sup>5,6,8</sup>	PS&E	Programmed				\$0		\$0
SFMTA	Replace 35 22' Paratransit Vans <sup>5,8</sup>	PROC	Programmed					\$324,931	\$324,931
SFMTA	Replace 35 22' Paratransit Vans <sup>8</sup>	PS&E, PROC	Allocated					\$700,000	\$700,000
SFMTA	2013 5YPP Development <sup>6</sup>	Plan	Allocated				\$16,000		\$16,000
SFMTA	Replace 60 60-foot Trolley Coaches <sup>4,5,7</sup>	PROC	Programmed					\$9,372,893	\$9,372,893
SFMTA	Replace 59 40-foot New Flyer Motor Coaches <sup>4</sup>	Warranty	Programmed					\$321,224	\$321,224
SFMTA	Replace 50 40-foot Neoplan Motor Coaches <sup>4,5,7</sup>	PS&E	Programmed					\$0	\$0
SFMTA	Replace 50 40-foot Neoplan Motor Coaches <sup>4,5,7</sup>	PROC	Allocated					\$15,765,881	\$15,765,881
SFMTA	Replace 50 40-foot Neoplan Motor Coaches <sup>7</sup>	Warranty	Allocated					\$230,159	\$230,159
SFMTA	Replace 26 60-foot Neoplan Motor Coaches <sup>5</sup>	PS&E	Programmed					\$250,000	\$250,000
SFMTA	Replace 26 60-foot Neoplan Motor Coaches <sup>5</sup>	PROC	Programmed					\$6,313,152	\$6,313,152
SFMTA	Historic Vehicle Rehabilitation - 16 Ex-SEPTA Cars <sup>5</sup>	CON	Programmed					\$194,787	\$194,787
<b>Total Programmed in 5YPP</b>				\$6,906,267	\$0	\$464,361	\$15,952,581	\$33,473,027	\$56,796,236
<b>Total Allocated and Pending in 5YPP</b>				\$7,245,000	\$0	\$486,338	\$16,355,893	\$16,696,040	\$40,783,271
<b>Total Deobligated in 5YPP</b>				(\$338,733)	\$0	(\$21,977)	(\$403,312)	\$0	(\$764,022)
<b>Total Unallocated in 5YPP</b>				\$0	\$0	\$0	\$0	\$16,776,987	\$16,776,987
<b>Total Programmed in Amended 2009 Strategic Plan *</b>				\$7,245,000	\$0	\$486,338	\$16,036,581	\$33,389,027	\$57,156,946
<b>Deobligated from Prior 5YPP Cycles **</b>				\$4,042,692					\$4,042,692
<b>Cumulative Remaining Programming Capacity</b>				\$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	2013/14	

#### FOOTNOTES:

<sup>1</sup> 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.)

<sup>2</sup> \$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).

<sup>3</sup> 5YPP amendment to accomodate 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.

<sup>4</sup> 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.

<sup>5</sup> 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.

<sup>6</sup> 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.

<sup>7</sup> 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).

<sup>8</sup> To accomodate \$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.



**Prop K 5-Year Project List (FY 2014/15 - FY 2018/19) (as approved July 2014)**

**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
<b>Total Programmed in 5YPP</b>				\$66,765,166	\$93,885,867	\$50,279,370	\$55,084,503	\$27,364,645	\$293,379,551
<b>Total Programmed in 2013 Strategic Plan Baseline</b>				\$12,928,108	\$29,822,786	\$86,704	\$14,929,612	\$15,682,124	\$73,449,334
<b>Cumulative Remaining Programming Capacity</b>				<b>(\$53,837,058)</b>	<b>(\$117,900,139)</b>	<b>(\$168,092,805)</b>	<b>(\$208,247,696)</b>	<b>(\$219,930,217)</b>	<b>(\$219,930,217)</b>



**Prop K 5-Year Project List (FY 2014/15 - FY 2018/19) (as approved July 2014)**

**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
<b>Cash Flow Programmed in 5YPP</b>		\$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
<b>Total Cash Flow in 2013 Strategic Plan</b>		\$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
<b>Cumulative Remaining Cash Flow Capacity</b>		\$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)



**Proposed Prop K Project List - Vehicles - Muni (17M)**  
**Summary of Changes**

Project #	Project Name	Current Programmed Prop K Funds	Proposed Programmed Prop K Funds	Difference	Proposed Changes (e.g., delayed programming, change in scope)	Proposed First Year of Cash Flow	Proposed # of Years of Cash Flow
<b>Current Projects - No Scope Changes</b>							
1	Historic Vehicle Rehabilitation/Replacement (16 PCC)	\$ 4,785,063	\$ 4,785,063	\$ -	No change	2016/17	3
2	Historic Vehicle Rehabilitation/Replacement (Milan and Vintage)	\$ 3,304,749	\$ 3,304,749	\$ -	Programming delayed by one year. No change in cash flow.	2016/17	3
3	Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses	\$ 45,465,166	\$ 45,465,166	\$ -	Delayed several months resulting in later cash flow.	2015/16	2
4	Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Motor Coaches	\$ 37,493,415	\$ 37,493,415	\$ -	No change	2015/16	2
5	Replace 30 Neoplan 40' Motor Coaches	\$ 8,885,926	\$ 8,885,926	\$ -	Procurement delayed three years. Existing 40' Neoplans were rehabilitated in 2012/2013 using federal funds. Per Metropolitan Transportation Commission policy the useful lives of these vehicles must be extended by five years, extending the date they can be replaced using federal funds by the same time period.	2019/20	2
6	Replace 50 Neoplan 40' Motor Coaches	\$ 14,809,876	\$ 14,809,876	\$ -	Procurement delayed two years. Existing 40' Neoplans were rehabilitated in 2012/2013 using federal funds. Per Metropolitan Transportation Commission policy the useful lives of these vehicles must be extended by five years, extending the date they can be replaced using federal funds by the same time period.	2019/20	2
7	Replace 30 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches	\$ 26,433,626	\$ 26,433,626	\$ -	No change	2018/19	2
8	Motor Coach Replacement Warranty: 30' Motor Coaches (30), 40' Motor Coaches (211), 60' Motor Coaches (124)	\$ 150,000	\$ 150,000	\$ -	Delayed one year corresponding to delay in procurement.	2015/16	9
9	Replace 60 New Flyer 60' Trolley Coaches	\$ 21,000,000	\$ 21,000,000	\$ -	No change	2014/15	2
10	Replace 100 ETI 40' Trolley Coaches	\$ 52,369,488	\$ 53,611,070	\$ 1,241,582	Increase in programmed amount due to updated MTC expected contribution.	2015/16	2



**Proposed Prop K Project List - Vehicles - Muni (17M)**  
**Summary of Changes**

Project #	Project Name	Current Programmed Prop K Funds	Proposed Programmed Prop K Funds	Difference	Proposed Changes (e.g., delayed programming, change in scope)	Proposed First Year of Cash Flow	Proposed # of Years of Cash Flow
11	Trolley Coach Replacement Warranty: 40' Trolley Coaches (175); 60' Trolley Coaches (93)	\$ 150,000	\$ 150,000	\$ -	Delayed two years corresponding to delay in procurement.	2016/17	8
12	Paratransit Van Replacement: Class B Vehicle (35)	\$ 931,019	\$ 931,019	\$ -	No change	2018/19	1
<b>New Projects</b>							
13	Replace 33 ETI 60' Trolley Coaches	\$ -	\$ 16,111,652	\$ 16,111,652	Incorporates scope from project 18.	2016/17	2
14	Replace 75 ETI 40' Trolley Coaches	\$ -	\$ 40,208,302	\$ 40,208,302	Incorporates scope from projects 17 and 18.	2016/17	2
15	Replace 65 ETI 40' Trolley Coaches with 12 60' Trolley Coaches	\$ -	\$ 5,858,782	\$ 5,858,782	Incorporates scope from project 18.	2017/18	2
16a	LRV Procurement	\$ -	\$ 60,116,310	\$ 60,116,310	New project added to support contract certification.	2014/15	9
16b	LRV Procurement	\$ -	\$ 13,171,456	\$ 13,171,456	New project added to support contract certification.	2019/20	9
<b>Dropped Projects</b>							
17	Replace 50 ETI 40' Trolley Coaches (2016/17)	\$ 36,608,381	\$ -	\$ (36,608,381)	Scope incorporated into project 14.	n/a	n/a
18	Replace 25 ETI 40' Trolley Coaches and Replace up to 45 ETI 60' Trolley Coaches (2017/18)	\$ 40,274,627	\$ -	\$ (40,274,627)	Scope incorporated into projects 13, 14, 15.	n/a	n/a
19	Replace 27 Paratransit Vans Class B Vehicles	\$ 718,215	\$ -	\$ (718,215)	Not needed. SFMTA replaced 35 paratransit vans in 2014 using \$650,000 in Prop K funds.	n/a	n/a

<b>Total programmed in 2014 5YPP period (FYs 14/15 - 18/19)</b>	<b>\$ 293,379,551</b>	<b>\$ 312,039,156</b>	<b>\$ 18,659,605</b>
<b>Total cash flow in 2014 5YPP period (FYs 14/15 - 18/19)</b>	<b>\$ 290,042,662</b>	<b>\$ 241,950,475</b>	<b>\$ (48,092,187)</b>

<b>Total programmed in Strategic Plan (FYs 2019/20 - 33/34)</b>	<b>\$ 336,116,831</b>	<b>\$ 348,906,415</b>	<b>\$ 12,789,584</b>
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**Attachment 3.**  
**Prop K FY 2014/15 Capital Budget<sup>1</sup>**

				Cash Flow Distribution					FYs 2019/20 - 2027/2028 <sup>2</sup>
EP #	Sponsor	Project Name	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
<b>TRANSIT</b>									
1	SFMTA	Van Ness Bus Rapid Transit	\$ 1,594,280	\$ 1,275,424	\$ 318,856				
5	TJPA	Transbay Transit Center and Downtown Extension	\$ 43,046,950	\$ 34,128,950	\$ 4,693,000	\$ 4,225,000			
5	TJPA	Downtown Extension	\$ 1,219,000	\$ 632,400	\$ 586,600				
14	SFCTA	Quint-Jerrold Connector Road Contracting and Workforce Development Strategy	\$ 89,000	\$ 89,000					
15	SFMTA	Light Rail Vehicle Procurement	\$ 4,592,490			\$ 3,092,490	\$ 1,500,000		
17M	SFMTA	Light Rail Vehicle Procurement	\$ 60,116,310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,116,310
17U	SFMTA	Light Rail Vehicle Procurement	\$ 66,444,342	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,342
<b>Transit Subtotal</b>			<b>\$ 177,102,372</b>	<b>\$ 36,125,774</b>	<b>\$ 5,598,456</b>	<b>\$ 7,317,490</b>	<b>\$ 1,500,000</b>	<b>\$ -</b>	<b>\$ 126,560,652</b>
<b>PARATRANSIT</b>									
23	SFMTA	Paratransit	\$ 9,670,000	\$ 9,670,000					
<b>Paratransit Subtotal</b>			<b>\$ 9,670,000</b>	<b>\$ 9,670,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>VISITACION VALLEY WATERSHED</b>									
27	SFMTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750				
27	SFCTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750				
<b>Visitacion Valley Watershed Subtotal</b>			<b>\$ 28,830</b>	<b>\$ 19,330</b>	<b>\$ 9,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>STREET AND TRAFFIC SAFETY</b>									
34	SFPW	West Portal Ave and Quintara St. Pavement Renovation	\$ 3,002,785	\$ 2,402,228	\$ 600,557				
35	SFPW	Street Repair and Cleaning Equipment	\$ 701,034	\$ 350,517	\$ 350,517				
37	SFPW	Public Sidewalk Repair	\$ 492,200	\$ 492,200					
39	SFMTA	Twin Peaks Connectivity	\$ 23,000	\$ 19,866	\$ 3,134				
42	SFPW	Tree Planting and Maintenance	\$ 1,000,000	\$ 1,000,000					
<b>Streets and Traffic Safety Subtotal</b>			<b>\$ 5,219,019</b>	<b>\$ 4,264,811</b>	<b>\$ 954,208</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>TSM/STRATEGIC INITIATIVES</b>									
43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 77,546	\$ 77,546					
43	SFCTA	Bay Area Transit Core Capacity Study	\$ 450,000	\$ 315,000	\$ 135,000				
43	SFCTA	San Francisco Corridor Management Study	\$ 300,000	\$ 75,000	\$ 125,000	\$ 100,000			
44	SFMTA	Persia Triangle	\$ 200,685	\$ 100,343	\$ 100,342				
44	SFCTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000					
44	SFMTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000					
<b>TSM/Strategic Initiatives Subtotal</b>			<b>\$ 1,178,231</b>	<b>\$ 717,889</b>	<b>\$ 360,342</b>	<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>TOTAL</b>			<b>\$ 193,198,452</b>	<b>\$ 50,797,804</b>	<b>\$ 6,922,506</b>	<b>\$ 7,417,490</b>	<b>\$ 1,500,000</b>	<b>\$ -</b>	<b>\$ 126,560,652</b>

<sup>1</sup> This table shows Cash Flow Distribution Schedules for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).

<sup>2</sup> Light Rail Vehicle Procurement. See Resolution 15-XX for cash flow details.

Shaded lines indicate allocations/appropriations that are part of the current action.



**Attachment 4.**  
**Prop K FY 2014/15 Capital Budget Summary<sup>1</sup>**

	<b>Total</b>	<b>FY 2014/15</b>	<b>FY 2015/16</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FYs 2019/20 - 2027/28<sup>2</sup></b>
Prior Allocations	\$ 62,045,310	\$ 50,797,804	\$ 6,922,506	\$ 4,325,000	\$ -	\$ -	\$ -
Current Request(s)	\$ 131,153,142	\$ -	\$ -	\$ 3,092,490	\$ 1,500,000	\$ -	\$ 126,560,652
New Total Allocations	\$ 193,198,452	\$ 50,797,804	\$ 6,922,506	\$ 7,417,490	\$ 1,500,000	\$ -	\$ 126,560,652

<sup>1</sup> This table shows total cash flow for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).

<sup>2</sup> Light Rail Vehicle Procurement. See Resolution 15-XX for cash flow details.