



# AGENDA

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

**Date:** 11:00 a.m., Tuesday, October 21, 2014  
**Location:** Legislative Chamber, Room 250, City Hall  
**Commissioners:** Avalos (Chair), Wiener (Vice Chair), Breed, Campos, Chiu, Cohen, Farrell, Kim, Mar, Tang and Yee

**CLERK: Erika Cheng**

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|----|--|---|
| 1. | Roll Call  |   |
| 2. | Approve the Minutes of the September 23, 2014 Meeting – <b>ACTION*</b> | 3 |
| 3. | Chair's Report – <b>INFORMATION</b>                                    |   |
| 4. | Executive Director's Report – <b>INFORMATION</b>                       |   |

### Items from the Finance Committee

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|----|---|---|
| 5. | Award a Three-Year Professional Services Contract, with an Option to Extend for Two Additional One-Year Periods, to SPTJ Consulting in an Amount Not to Exceed \$550,000 for Computer Network and Maintenance Services and Authorize the Executive Director to Negotiate the Contract Payment Terms and Non-Material Contract Terms and Conditions – <b>ACTION*</b> | 7 |
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### Items from the Plans and Programs Committee

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| 6. | Amend the Prop K Strategic Plan, Amend the Transit Enhancements and Vehicles 5-Year Prioritization Programs, and Allocate \$131,153,142 in Prop K Funds, with Conditions, for the San Francisco Municipal Transportation Agency's Light Rail Vehicle Procurement, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – <b>ACTION*</b> | 15 |
| 7. | Allocate \$496,100 in Prop K Funds, with Conditions, and Appropriate \$150,000 in Prop K Funds, with Conditions, for Three Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – <b>ACTION*</b>  | 85 |
| 8. | Adopt the Neighborhood Transportation Improvement Program Planning Guidelines – <b>ACTION*</b>  | 99 |

### Items for Direct Board Consideration

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| 9. | Appoint One Member to the Geneva-Harney Bus Rapid Transit Community Advisory Committee – <b>ACTION*</b> | 113 |
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## Other Items

### 10. Introduction of New Items – **INFORMATION**

During this segment of the meeting, Board members may make comments on items not specifically listed above, or introduce or request items for future consideration.

### 11. Public Comment

### 12. Adjournment

#### \* Additional materials

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# DRAFT MINUTES

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, September 23, 2014

### 1. **Roll Call**

Chair Avalos called the meeting to order at 11:09 a.m. The following members were:

Present at Roll Call: Commissioners Avalos, Breed, Chiu, Cohen, Mar, Tang, Wiener and Yee (8)

Absent at Roll Call: Commissioners Campos (entered during Item 12), Farrell and Kim (entered during Item 3) (3)

### 2. **Approve the Minutes of the July 22, 2014 Meeting – ACTION**

During public comment, Andrew Yip commented on the BART route from El Cerrito del Norte to The Embarcadero. He noted there were potential changes coming to the BART Board. He added that the consolidated general election was coming up in November.

The minutes were adopted by the following vote:

Ayes: Commissioners Avalos, Breed, Chiu, Cohen, Mar, Tang, Wiener and Yee (8)

Absent: Commissioners Campos, Farrell and Kim (3)

### 3. **Chair's Report – INFORMATION**

Chair Avalos expressed his condolences to the family of Pei Fong Yim, a 78-year-old grandmother who was struck and killed by a driver while she was using the crosswalk at Sacramento and Stockton Streets in Chinatown the weekend prior. He underscored the urgency for work to be done to change the traffic safety conditions on San Francisco's streets. He said that the Transportation Authority's Vision Zero Committee would be hearing from City agencies and doing what it could to help in the areas of enforcement, education and on-street capital improvements.

Chair Avalos reported that Governor Brown signed Senate Bill 1183, which approved the Three Feet for Safety Act, requiring drivers to maintain a distance of at least three feet when passing bicyclists. He explained that if a driver was not able to pass without granting three feet clearance due to roadway or traffic conditions, s/he must slow to a reasonable and prudent speed and pass only when safe. He thanked Senator DeSaulnier and Governor Brown for this legislation. He added the Governor also signed Assembly Bill 141, which established the Transportation Authority as the Treasure Island Mobility Management Agency (TIMMA) to be a separate legal entity, providing a firewall to voter-approved Prop K and Prop AA programs from the future operations of the new TIMMA. He thanked Assemblymember Ammiano for his leadership of this initiative.

Chair Avalos highlighted that over summer, he had the opportunity to tour the Yerba Buena Islands East Side Ramps with Executive Director Tilly Chang and Chief Deputy Director Maria Lombardo, guided by project manager Eric Cordoba. He said that this \$50 million complex project was on schedule and within budget under difficult site conditions, and as a result of the experienced construction team's hard work, there was greater than anticipated Disadvantaged Business Enterprise participation in the project and coordination was proceeding smoothly with the California Department of Transportation and Treasure Island Development Authority. Chair Avalos recognized another hardworking project team led by Senior Engineer Liz Rutman, who was managing construction of the Folsom Street Off-Ramp Realignment project. He said that he appreciated the excellent communications work to let the public know about the closure and planned detours in the area.

Chair Avalos noted that he was delighted to see Prop K funding for Persia Triangle improvements on that day's agenda and thanked the San Francisco Municipal Transportation Agency (SFMTA) and the Planning Department for their work on this project. He said that over the past weekend, he was happy to gather with District 11 neighbors and community members – some of whom worked with staff on the Mission-Geneva Neighborhood Transportation Plan that identified this project years ago – to install plantings for the new plazas. He said that the project looked great and was already making a huge difference in the streetscape for this underserved area.

Chair Avalos congratulated the SFMTA on its successful procurement of Muni's next generation light rail vehicle (LRV) fleet. He thanked Commissioner Breed for sponsoring the approval legislation for the contract, and the Mayor and the Board of Supervisors for supporting this \$1.2 billion investment. He said that as many San Francisco residents could attest, Muni's existing 151 LRVs were prone to breakdowns and maintenance issues, which often negatively impact transit service. He said that more than any other investment, acquiring new LRVs would help increase Muni's reliability and reduce travel times – making Muni a more attractive travel option. He said this was why the largest programmatic category in the Prop K Expenditure Plan was for transit vehicle replacement. He noted that over the next five years, Prop K would provide \$4.6 million in local match funds from this category for the first batch of 24 (expansion) LRVs for the Central Subway line. He added that beyond that, Prop K was poised to provide an additional \$130 million in local match funds towards replacement of all 151 existing LRVs. He thanked Ms. Lombardo, Deputy Director for Policy and Programming Anna LaForte, Deputy Director for Capital Projects Lee Saage, and consultant Luis Zurinaga for their work and assistance to SFMTA on this tremendous investment.

During public comment, Andrew Yip commented that there was an event in Japantown on October 5.

#### 4. **Executive Director's Report – INFORMATION**

Tilly Chang, Executive Director, presented the Executive Director's Report.

Commissioner Mar thanked Ms. Chang and staff for their work. He highlighted that Ms. Chang's report helped to provide global, national and local context for the Board's various efforts within and outside of the San Francisco and served as a basis for comparison with the work of other cities. He expressed appreciation for the Prop K Expenditure Plan, the work of the staff in coordination with the other agencies and communities, and the leadership of Ms. Chang.



During public comment, Andrew Yip commented on the construction in Chinatown.

#### **Items from the Finance Committee**

##### **5. Adopt Positions on State Legislation – ACTION**

There was no public comment.

This item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Chiu, Cohen, Kim, Mar, Tang, Wiener, and Yee (9)

Absent: Commissioners Campos and Farrell (2)

##### **6. Authorize the Executive Director to Execute all Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, Cooperative Agreements and Any Amendments Thereto Between the Transportation Authority and the California Department of Transportation for Receipt of Federal and State Funds, including an Agreement for a Partnership Planning Grant to Support the San Francisco Freeway Performance Initiative Study; the Planning, Programming and Monitoring Program; and the Yerba Buena Island Interchange Improvement – ACTION**

During public comment, Andrew Yip commented on San Francisco's cultural centers.

This item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Chiu, Cohen, Kim, Mar, Tang, Wiener, and Yee (9)

Absent: Commissioners Campos and Farrell (2)

##### **7. Award a 12-Month Contract to Parsons Brinckerhoff, Inc. in an Amount Not to Exceed \$250,000, for System Engineering Services for the Treasure Island Mobility Management Program and Authorize the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**

During public comment, Andrew Yip commented on Chinatown's banks.

Chair Avalos reminded the public that public comments needed to be relevant to the subject item.

This item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Chiu, Cohen, Kim, Mar, Tang, Wiener, and Yee (9)

Absent: Commissioners Campos and Farrell (2)

#### **Items from the Plans and Programs Committee**

##### **8. Appoint Brian Larkin to the Citizens Advisory Committee – ACTION**

There was no public comment.

This item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Chiu, Cohen, Kim, Mar, Tang, Wiener, and Yee

(9)

Absent: Commissioners Campos and Farrell (2)

9. **Adopt the 2014 Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5-Year Prioritization Program (5YPP) and the Amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs – ACTION**

During public comment, Craig Raphael, Transportation Planner with the San Francisco Municipal Transportation Agency (SFMTA), thanked staff for working closely with the SFMTA to develop the 5YPPs, noting that the process was much improved over prior years. He added that from the SFMTA's sponsor perspective, the 5YPP was a value tool to help deliver projects quickly. He also thanked the Citizens Advisory Committee for its thoughtful input throughout the process.

This item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Chiu, Cohen, Kim, Mar, Tang, Wiener, and Yee  
(9)

Absent: Commissioners Campos and Farrell (2)

10. **Allocate \$2,585,414 in Prop K Funds, with Conditions, and Appropriation of \$928,415 in Prop K Funds, with Conditions, for Eight Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

There was no public comment.

This item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Chiu, Cohen, Kim, Mar, Tang, Wiener, and Yee  
(9)

Absent: Commissioners Campos and Farrell (2)

11. **Adopt the 2014 Prop K Strategic Plan – ACTION**

There was no public comment.

This item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Chiu, Cohen, Kim, Mar, Tang, Wiener, and Yee  
(9)

Absent: Commissioners Campos and Farrell (2)

## **Other Items**

12. **Introduction of New Items – INFORMATION**

There were no new items or public comment.

13. **Public Comment**

During public comment, Andrew Yip commented on the law.

14. **Adjournment**

The meeting was adjourned at 11:46 a.m.



RESOLUTION AWARDING THREE-YEAR PROFESSIONAL SERVICES CONTRACT, WITH AN OPTION TO EXTEND FOR TWO ADDITIONAL ONE-YEAR PERIODS, TO SPTJ CONSULTING IN AN AMOUNT NOT TO EXCEED \$550,000 FOR COMPUTER NETWORK AND MAINTENANCE SERVICES AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE THE CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, To support its Fiscal Year (FY) 2014/15, 2015/16, and 2016/17 activities, the Transportation Authority is seeking computer network, computer maintenance, and information technology (IT) services, including support of desktop computer hardware and software, office network equipment, telecommunications systems, servers and data backup/retrieval, and disaster recovery preparation; and

WHEREAS, The small staff size of the Transportation Authority does not warrant full-time, in-house technical support, so most technical maintenance and support tasks are outsourced to a professional consultant team that comes to the Transportation Authority office weekly and on an as-needed basis; and WHEREAS, On July 30, 2014, the Transportation Authority issued a Request for Proposals (RFP) for computer network and maintenance services to support its work program over the next three years; and

WHEREAS, By the due date of September 5, 2014, the Transportation Authority received two proposals by the established deadline in response to the RFP, though one additional proposal was disqualified due to its submission past the due date and time; and

WHEREAS, The selection panel, consisting of three Transportation Authority staff from various divisions, reviewed the proposals based on the evaluation criteria detailed in the RFP; and

WHEREAS, Based on the selection panel's evaluation of the proposals, the review panel



recommended award of the contract to SPTJ Consulting, a local Disadvantaged Business Enterprise (DBE) firm; and

WHEREAS, The contract will be funded by Prop K local transportation sales tax funds; and

WHEREAS, The first year's activity was included in the Transportation Authority's adopted Fiscal Year 2014/15 Budget and sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract; and

WHEREAS, At its October 1, 2014 meeting, the Citizens Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, At its October 7, 2014 meeting, the Finance Committee reviewed and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards a three-year professional services contract, with an option to extend for two additional one-year periods, to SPTJ Consulting in an amount not to exceed \$550,000 for computer network and maintenance services; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate contract payment terms and non-material contract terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.



Attachment:

1. Scope of Services

**Attachment 1 – Scope of Services****Computer Network and Maintenance Services**

The Computer Network and Maintenance service consultant (Consultant) shall be experienced in servicing the staff of about 40 full and part time employees using mainly Windows desktop machines (with a handful of Mac OS machines), along with maintaining a mixed server-room environment currently using Microsoft Active Directory, Ubuntu Linux, ShoreTel Voice-Over-IP hardware, and virtualization technologies for critical office functions.

**Maintenance Activities**

As the nature of the Transportation Authority's IT challenges are not always apparent a year ahead in advance, the following list is merely an example of the types of upcoming technology-related tasks. Unforeseen requirements and new projects come up with surprising regularity at the Transportation Authority, so the selected service consultant will require a breadth of knowledge on many different IT topics.

The Consultant will perform at a minimum the following tasks:

**Annual tasks:**

- Review computer electrical power quality
- Inspect computers for solid connections
- Evaluate and review infrastructure
- Produce formal report of findings, corrective actions, and recommendations
- Support annual IT audit documentation and follow-up audit questions

**Monthly tasks:**

- Monitor network activity for bottlenecks, problems, and spyware/virus activity
- Examine computer logs for errors and warnings/indications of problems
- Maintain computer equipment and software inventory
- Inspect and optimize computers as needed
- Maintain a clean and orderly computing environment

**Tasks on an As-Needed Basis:**

- Perform software and hardware installation and configuration on servers and staff desktop PC's
- Specifications, obtain quotes, and set up new PC's as needed
- Maintain computer and VOIP telephone user accounts (moves, additions, changes, removals)
- Manage file back-up and restoration process
- Evaluate application configurations to enhance productivity and make recommendations for application and hardware purchases based on the Transportation Authority's needs
- Diagnose and troubleshoot specific hardware and software problems
- Train designated staff in basic troubleshooting (e.g. restoring files, mapping network drives)
- Setup and shutdown (when an employee leaves) user accounts and staff workstations
- Help to improve productivity and reduce overhead in technology areas
- Continuously update documentation of systems

## Technology Expertise

The following technologies are currently in use at the Transportation Authority, and will require support from the selected service consultant:

- Microsoft Active Directory
- Ubuntu Linux (webservers and Samba file sharing)
- Ubuntu KVM virtualization
- UltraBAC and Acronis backup
- Cisco switches, routers, and firewall equipment
- OpenVPN remote access
- Microsoft Dynamics AX and SQL Server
- Microsoft Windows 7/8 and Office 2010/365
- MacOS Mavericks and Adobe Creative Cloud
- ArcGIS 10.1 and QGIS mapping software
- Drupal CMS
- Twiki internal wiki system
- Google Apps
- TurboGears and Ruby on Rails
- MediaTemple Plesk, Amazon Web Services (EC2 and S3), and Heroku



# Memorandum

**Date:** 10.01.14 **RE:** Finance Committee  
 October 7, 2014

**To:** Finance Committee: Commissioners Cohen (Chair), Wiener (Vice Chair), Chiu, Farrell, Tang and Avalos (Ex Officio)

**From:** Cynthia Fong – Deputy Director for Finance and Administration *CF*

**Through:** Tilly Chang – Executive Director *TC*

**Subject:** **ACTION** – Recommend Awarding a Three-Year Professional Services Contract, with an Option to Extend for Two Additional One-Year Periods, to SPTJ Consulting in an Amount Not to Exceed \$550,000 for Computer Network and Maintenance Services and Authorizing the Executive Director to Negotiate the Contract Payment Terms and Non-Material Contract Terms and Conditions

## Summary

The Transportation Authority seeks to contract with a qualified service provider to support the varied technological needs of the agency. On July 30, 2014, the Transportation Authority issued a request for proposals (RFP) for computer network and maintenance services to support the Transportation Authority's work program over the next three years. The Transportation Authority is dependent on computers, telecommunications and internet access for almost all of its daily activities. The small staff size of the Transportation Authority does not warrant full-time, in-house technical support, so most technical maintenance and support tasks are outsourced to a professional consultant team that comes to the Transportation Authority office weekly and on an as-needed basis. By the due date of September 5, 2014, the Transportation Authority received two proposals in response to the RFP. Based on the selection panel's evaluation of the written evaluation of the proposals, the review panel recommended award of the contract to SPTJ Consulting. **We are seeking a recommendation to award a three-year professional services contract, with an option to extend for two additional one-year periods, to SPTJ Consulting in an amount not to exceed \$550,000 for computer network and maintenance services and authorize the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions.**

## BACKGROUND

The Transportation Authority is seeking computer network, computer maintenance, and information technology (IT) services to support its Fiscal Year (FY) 2014/15, 2015/16, and 2016/17 activities. This includes support of desktop computer hardware and software, office network equipment, telecommunications systems, servers and data backup/retrieval, and disaster recovery preparation.

To accommodate the varied needs of the Transportation Authority, a mixed computing environment is necessary both on desktops and in the server room, and users have extensive control over their work environment (i.e., local administrator rights on their desktop machines). While most staff uses standard Windows/Office personal computers (PCs), there are also Macs in the office, Linux desktops, and many users use virtual private networking for remote access from Macs and PCs at home.

The current IT provider is on-site at least one afternoon per week and is available to come on site to address any critical tasks or emergencies as needed. All non-critical IT requests are first triaged through the Transportation Authority's Deputy Director for Technology, Data and Analysis, and put on a list of



tasks for completion in order of importance. This schedule has been sufficient to meet the agency's current IT needs.

## DISCUSSION

On July 30, 2014, the Transportation Authority issued a Request for Proposals (RFP) for computer network and maintenance services to support its work program over the next three years. We held a pre-proposal conference on August 7, 2014 to provide an opportunity for businesses to partner and ask questions.

For this RFP, we established a Disadvantaged Business Enterprise (DBE)/Local Business Enterprise (LBE)/Small Business Enterprise (SBE)/ goal of 25%, accepting certifications issued by the Transportation Authority, the City and County of San Francisco, the California Unified Certification Program and the California Department of General Services. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in six local newspapers: the San Francisco Chronicle, the San Francisco Examiner, the San Francisco Bay View, the Western Edition, the Small Business Exchange, and Nichi Bei Weekly. We also distributed the RFP, sign-in sheets for the pre-proposal conference, and periodic updates on the RFP to certified small, disadvantaged and local businesses, the Bay Area and cultural Chambers of Commerce, and the Small Business Councils.

By the due date of September 5, 2014, we received two proposals in response to the RFP. One additional proposal was disqualified due to its submission past the due date and time. The review panel, consisting of three Transportation Authority staff from various divisions, reviewed the proposals based on the evaluation criteria detailed in the RFP. Based on the selection panel's evaluation of the proposals, the review panel recommended award of the contract to SPTJ Consulting, a local DBE firm.

Under the current local area network (LAN) and Computer Maintenance contract, SPTJ Consulting has served the Transportation Authority well over the past five years. SPTJ Consulting played a critical role in planning and executing both the move from 100 Van Ness Avenue to 1455 Market Street. Recently, the team led the development of a secure and robust hardware and database setup for the Transportation Authority's new Enterprise Resource Planning software, Microsoft Dynamics AX. The SPTJ Consulting team has pledged a total DBE and LBE utilization of 82% from its own firm.

**We are seeking a recommendation to award a three-year professional services contract, with an option to extend for two additional one-year periods, to SPTJ Consulting in an amount not to exceed \$550,000 for computer network and maintenance services and authorize the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions.**

## ALTERNATIVES

1. Recommend awarding a three-year professional services contract, with an option to extend for two additional one-year periods, to SPTJ Consulting in an amount not to exceed \$550,000 for computer network and maintenance services and authorize the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions, as requested.
2. Recommend awarding a three-year professional services contract, with an option to extend for two additional one-year periods, to SPTJ Consulting in an amount not to exceed \$550,000 for computer network and maintenance services and authorize the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

**CAC POSITION**

The CAC was considered this item at its October 1 meeting, and unanimously adopted a motion of support for the staff recommendation.

**FINANCIAL IMPACTS**

The contract will be funded by Prop K funds. The first year's activity was included in the Transportation Authority's adopted Fiscal Year 2014/15 Budget. Sufficient funds will be included in future fiscal year budgets to cover the remaining cost of the contract.

**RECOMMENDATION**

Recommend awarding a three-year professional services contract, with an option to extend for two additional one-year periods, to SPTJ Consulting in an amount not to exceed \$550,000 for computer network and maintenance services and authorize the Executive Director to negotiate the contract payment terms and non-material contract terms and conditions, as requested.

**Attachments**

1. Scope of Work for Computer Network and Maintenance Services



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

**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
Central Subway/Expansion				2	14	8												24
Replacement Cars									8	25	25	27	27	26	13			151
Expansion Cars Option 1 - 40						17	23											40
Expansion Cars Option 2 - 45															11	24	10	45
Total Cars Delivered (annual)	0	0	0	2	14	25	23	0	8	25	25	27	27	26	24	24	10	260
Cumulative Cars Delivered	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.

Page 5 of 16

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	175	\$648,632,001	\$133,300,188	\$68,419,067	\$39,096,609	\$44,472,393	\$933,920,258
Option #1	0	40	40	\$161,134,617	\$14,920,188	\$15,404,795	\$8,802,740	\$10,013,117	\$210,275,457
Option #2	0	45	45	\$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>									
Contract <sup>1</sup>	\$ 921,169	\$ 1,074,697	\$ 24,453,721	\$ 4,689,870	\$ 77,649,475	\$ 53,681,161	\$ -	\$ 4,906,793	\$ 38,055,283
Tax (8.75%)	-	-	\$ 20,138,110	\$ 2,661,800	\$ 66,657,203	\$ 46,103,861	-	\$ 2,105,016	\$ 28,212,065
Project Support (5%) <sup>2</sup>	-	-	\$ 1,762,085	\$ 232,908	\$ 5,832,505	\$ 4,034,088	-	\$ 184,189	\$ 2,468,556
Contingency	\$ 877,304	\$ 1,023,521	\$ 1,389,064	\$ 1,571,835	\$ 1,462,173	\$ 986,966	-	\$ 2,383,931	\$ 5,562,506
	\$ 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	\$ -	\$ -	\$ -	\$ -

xx

Base Project Anticipated Cash in Hand and Fund Source

	2013	2014	2015	2016	2017	2018	2019	2020	2021
<b>Cumulative Total</b>									
SFMTA Revenue Bond	\$ 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
Central Subway (FTA or State)	-	\$ 12,500,000	\$ 12,500,000	-	\$ 106,877,603	-	-	-	-
Prop K Total	\$ -	\$ -	\$ 10,000,000	\$ 14,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K EP 15	\$ -	\$ -	\$ -	\$ -	\$ 3,092,490	\$ 1,500,000	-	\$ 981,359	\$ 7,611,057
Prop K EP 17M	\$ -	\$ -	\$ -	\$ -	\$ 3,092,490	\$ 1,500,000	-	-	-
Prop K EP 17U	\$ -	\$ -	\$ -	\$ -	-	-	-	\$ 466,145	\$ 3,615,252
Federal 5307 and AB 664 (MTC bridge tolls)	\$ -	\$ -	\$ -	\$ -	-	-	-	\$ 515,213	\$ 3,995,805
	\$ -	\$ -	\$ -	\$ -	-	-	-	\$ 3,925,434	\$ 30,444,226

	2022	2023	2024	2025	2026	2027	2028	2029	Total
<b>Annual Cash Flow</b>									
Contract <sup>1</sup>	\$ 107,648,308	\$ 125,562,523	\$ 129,295,695	\$ 129,979,734	\$ 124,355,157	\$ 86,985,064	\$ 24,661,609	\$ -	\$ 933,920,259
Tax (8.75%)	\$ 89,889,044	\$ 106,308,172	\$ 109,577,507	\$ 110,176,556	\$ 105,250,818	\$ 73,254,569	\$ 21,597,468	\$ -	\$ 781,932,189
Project Support (5%) <sup>2</sup>	\$ 7,865,291	\$ 9,301,965	\$ 9,588,032	\$ 9,640,449	\$ 9,209,447	\$ 6,409,775	\$ 1,889,778	\$ -	\$ 68,419,067
Contingency	\$ 4,767,862	\$ 3,973,218	\$ 3,973,218	\$ 3,973,218	\$ 3,973,218	\$ 3,178,575	-	\$ -	\$ 39,096,609
	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

Base Project Anticipated Cash in Hand and Fund Source

	2022	2023	2024	2025	2026	2027	2028	2029	Total
<b>Cumulative Total</b>									
SFMTA Revenue Bond	\$ 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
Central Subway (FTA or State)	-	-	-	-	-	-	-	-	\$ 131,877,603
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	
		Subtotal	\$ 32,450,608	
2	November 1, 2014	Prop K	\$ 126,560,652	Subject of this Prop K request
		Subtotal	\$ 126,560,652	
3	May 1, 2019	SFMTA Revenue Bond	\$ 69,133,999	Subject to SFMTA Board approval
		Subtotal	\$ 69,133,999	
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	
		Subtotal	\$ 69,133,999	
5	July 1, 2021	Federal 5307 and AB 664 (MTC bridge tolls)	\$ 138,267,999	Subject to SFMTA Board approval
		Subtotal	\$ 138,267,999	
6	July 1, 2022	Federal 5307 and AB 664 (MTC bridge tolls)	\$ 138,267,999	Subject to SFMTA Board approval
		Subtotal	\$ 138,267,999	
7	July 1, 2023	Federal 5307 and AB 664 (MTC bridge tolls)	\$ 69,134,000	Subject to SFMTA Board approval
		Subtotal	\$ 69,134,000	
8	July 1, 2024	Federal 5307 and AB 664 (MTC bridge tolls)	\$ 69,134,000	Subject to SFMTA Board approval
		Subtotal	\$ 69,134,000	
9	July 1, 2025	Federal 5307 and AB 664 (MTC bridge tolls)	\$ 69,134,000	Subject to SFMTA Board approval
		Subtotal	\$ 69,134,000	
10	July 1, 2026	Federal 5307 and AB 664 (MTC bridge tolls)	\$ 69,134,000	Subject to SFMTA Board approval
		Subtotal	\$ 69,134,000	

**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:

Expected Prop K Leveraging per EP 15

Expected Prop K Leveraging per EP 17

83%
80%
84%

\$ 933,920,259  
Total from Cost worksheet



**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

		<b>Required Local Match</b>	
<b>Fund Source</b>	<b>\$ Amount</b>	<b>%</b>	<b>\$</b>
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.

<b>Fund Source</b>	<b>Planned</b>	<b>Programmed</b>	<b>Allocated</b>	<b>Total</b>
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>	\$ 743,720,603	\$ 670,752,623	\$ 10,000,000	\$ 1,424,473,226

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**

<b>Fiscal Year</b>	<b>Cash Flow</b>	<b>% Reimbursed Annually</b>	<b>Balance</b>
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>	\$ 131,153,142		

**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:**

- 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.
- 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:**

- 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.
- 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.
- 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.
- If there are cost savings, any unneeded funds will be returned to the Vehicles - Discretionary category (17U).

**Notes:**

- 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.
- 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:	<input type="text" value="14.04%"/>
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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 941031 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		
15	Purchase Additional Light Rail Vehicles	\$ 5,965,541	13.78%	Programming	\$	4,602,490	\$ 5,965,033	13.60%	Programming	\$	4,602,490
				Finance Costs	\$	821,830			Finance Costs	\$	811,418
				Total	\$	5,424,320			Total	\$	5,413,908
17M	New and Renovated Vehicles - MUNI	\$ 499,490,978	14.35%	Programming	\$	412,187,352	\$ 499,069,390	14.74%	Programming	\$	424,976,935
				Finance Costs	\$	71,676,098			Finance Costs	\$	73,538,232
				Total	\$	483,863,450			Total	\$	498,515,168
17U	New and Renovated Vehicles - Discretionary	\$ 89,204,712	0.00%	Programming	\$	87,291,458	\$ 89,129,420	5.26%	Programming	\$	81,002,267
				Finance Costs	\$	-			Finance Costs	\$	4,691,902
				Total	\$	87,291,458			Total	\$	85,694,169
15, 17M, and 17U Total		\$ 594,661,231	N/A	Programming	\$	504,081,300	\$ 594,163,843	N/A	Programming	\$	510,581,692
				Finance Costs	\$	72,497,928			Finance Costs	\$	79,041,552
				Total	\$	576,579,228			Total	\$	589,623,245
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
				Finance Costs	\$	247,641,736			Finance Costs	\$	243,974,369
				Total	\$	2,776,687,267			Total	\$	2,779,520,293

**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>				\$0	\$205,611	\$0	\$535,269	\$0
<b>Total Programmed in 2014 Strategic Plan</b>				\$0	\$205,611	\$0	\$535,269	\$0
<b>Cumulative Remaining Programming Capacity</b>				\$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>				\$0	\$267,929	\$0	\$0	\$0
<b>Total Programmed in 2014 Strategic Plan</b>				\$0	\$267,929	\$0	\$0	\$0
<b>Cumulative Remaining Programming Capacity</b>				\$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>								
Total Programmed in 2014 Strategic Plan				\$2,705,000	\$118,000	\$0	\$750,000	\$3,573,000
Cumulative Remaining Programming Capacity				\$2,705,000	\$118,000	\$0	\$750,000	\$3,573,000
Cumulative Remaining Programming Capacity				\$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>								
Total Programmed in 2014 Strategic Plan				\$4,592,490	\$0	\$0	\$0	\$4,592,490
Cumulative Remaining Programming Capacity				\$4,592,490	\$0	\$0	\$0	\$4,592,490
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0

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

#### 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
Programmed in 5YPP				\$0	\$1,496,000	\$3,000,000	\$2,754,000	\$7,250,000
Total Programmed in 2014 Strategic Plan				\$0	\$1,496,000	\$3,000,000	\$2,754,000	\$7,250,000
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0

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

Programmed in 5YPPs				\$10,489,577	\$2,087,540	\$3,750,000	\$8,108,332	\$24,435,449
Total Allocated and Pending in 5YPPs				\$4,681,490	\$0	\$0	\$0	\$4,681,490
Total Deobligated in 5YPPs				\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPPs				\$5,808,087	\$2,087,540	\$3,750,000	\$8,108,332	\$19,753,959
Total Programmed in 2014 Strategic Plan				\$10,489,577	\$2,087,540	\$3,750,000	\$8,108,332	\$24,435,449
Cumulative Remaining Programming Capacity				\$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	2014/15					2015/16					2016/17					2017/18					2018/19					2019/20					Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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Project Name	Phase	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	Total
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
Placcholder 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-Jerrol Connector Road 1	PS&E	\$376,000						\$376,000
Quint-Jerrol Connector Road Workforce and Contractor Outreach 1	PLAN/ CER	\$89,000						\$89,000
Quint-Jerrol Connector Road	R/W	\$2,240,000						\$2,240,000
Quint-Jerrol 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		

<b>Other Transit Enhancements (EP 16)</b>									
Glen Park Transportation Improvements [NTTP]	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					\$3,000,000
NTTP Placeholder	Any		\$340,000	\$330,000					\$1,000,000
Cash Flow Programmed in 5YPP		\$0	\$588,000	\$2,078,000	\$2,518,500	\$1,377,000	\$688,500		\$7,250,000
Cash Flow Programmed in 2014 Strategic Plan		\$0	\$588,000	\$2,078,000	\$2,518,500	\$1,377,000	\$688,500		\$7,250,000
Cumulative Remaining Cash Flow Capacity		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

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
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).

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														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	\$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	\$3,581,000	
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 Deobligated from Prior 5YPP Cycles **		\$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	
Cumulative Remaining Cash Flow Capacity		\$3,580,000														\$40,288,777	

Programmed
Pending Allocation/Appropriation
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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- Proposed Prop K Project List - Vehicles-Muni (17M)

## 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**

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

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

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

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

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

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

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

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

	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
<b>Total Possible Score</b>	4	3	3	4	3	3
Historic Vehicle Rehabilitation/Replacement (16 PCC)	4	1	2	2	3	1
Historic Vehicle Rehabilitation - Milan (11) and Vintage Cars (6)	4	0	2	2	3	1
Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses	4	0	2	3	3	1
Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Motor Coaches	4	0	2	3	3	1
Replace 30 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches	4	0	2	3	3	1
Motor Coach Replacement Warranty: 30' Motor Coaches (30), 40' Motor Coaches (211), 60' Motor Coaches (124)	4	1	2	3	2	1
Replace 60 New Flyer 60' Trolley Coaches	4	0	2	3	3	1
Replace 100 ETI 40' Trolley Coaches	4	0	2	3	3	1
Replace 33 ETI 60' Trolley Coaches	4	0	2	3	3	1
Replace 75 ETI 40' Trolley Coaches	4	0	2	3	3	1
Replace 65 ETI 40' Trolley Coaches with 12 60' Trolley Coaches	4	0	2	3	3	1
Trolley Coach Replacement Warranty: 40' Trolley Coaches (175), 60' Trolley Coaches (105)	4	1	2	3	2	1
Paratransit Van Replacement: Class B Vehicle (35)	4	0	2	3	3	1
Light Rail Vehicle Procurement	4	2	2	3	3	2

#### 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

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Project Name:	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)	\$ -		
Total Project Cost	\$ 40,319,533	\$ 4,785,063	\$ 35,534,470
Percent of Total		12%	88%

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)	F'TA-5309	Allocated	08/09	\$ 553,803					\$ 553,803
Design Engineering (PS&E)	RM2	Allocated	09/10	\$ 138,451					\$ 138,451
Construction	F'TA-5309	Allocated	08/09	\$ 5,967,794					\$ 5,967,794
Construction	RM2	Allocated	09/10	\$ 862,962					\$ 862,962
Construction	F'TA-5309	Allocated	09/10		\$ 5,000,000				\$ 5,000,000
Construction	F'TA-5309	Allocated	10/11			\$ 6,800,000			\$ 6,800,000
Construction	F'TA-5309	Allocated	11/12				\$ 3,367,657		\$ 3,367,657
Construction	F'TA-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
Total By Fiscal Year				\$ 7,523,010	\$ 7,277,430	\$ 8,359,931	\$ 8,480,223	\$ 8,678,939	\$ 40,319,533

Comments/Concerns
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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

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Project Name:	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)	\$ -			
Total Project Cost	\$ 18,363,392		\$ 3,572,678	\$ 14,790,714
Percent of Total			19%	81%

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
Total By Fiscal Year				\$ 500,000	\$ 2,360,449	\$ 867,662	\$ 7,281,648	\$ 7,353,633	\$ 18,363,392

Comments/Concerns	
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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	
	% 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			
Phase	Cost	Funding Source	
		Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 375,000		\$ 375,000
R/W	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -
Procurement (e.g. rolling stock)	\$ 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

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	19/20	20/21	21/22	22/23	23/24	24/25	Total
Procurement (e.g. rolling stock)	FTA-5307	Allocated	13/14	\$ 4,090,328											\$ 4,090,328
	FTA-5307	Allocated	13/14	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000							\$ 300,000
	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)

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												
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	Total
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											\$ 21,000,000,000
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)	MITC-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	<div>This averages to about \$155,250 per vehicle based on cost for the procurement phase.</div>
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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	
	% 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
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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
Central Subway/Expansion				2	14	8												24
Replacement Cars									8	25	25	27	27	26	13			151
Expansion Cars Option 1 - 40						17	23											40
Expansion Cars Option 2 - 45															11	24	10	45
Total Cars Delivered (annual)	0	0	0	2	14	25	23	0	8	25	25	27	27	26	24	24	10	260
Cumulative Cars Delivered	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	175	\$648,632,001	\$133,300,188	\$68,419,067	\$39,096,609	\$44,472,393	\$933,920,258
Option #1	0	40	40	\$161,134,617	\$14,920,188	\$15,404,795	\$8,802,740	\$10,013,117	\$210,275,457
Option #2	0	45	45	\$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>									
Contract <sup>1</sup>	\$ 921,169	\$ 1,074,697	\$ 24,453,721	\$ 4,689,870	\$ 77,649,475	\$ 53,681,161	\$ -	\$ 4,906,793	\$ 38,055,283
Tax (8.75%)	-	-	\$ 20,138,110	\$ 2,661,800	\$ 66,657,203	\$ 46,103,861	-	\$ 2,105,016	\$ 28,212,065
Project Support (5%) <sup>2</sup>	-	-	\$ 1,762,085	\$ 232,908	\$ 5,832,505	\$ 4,034,088	-	\$ 184,189	\$ 2,468,556
Contingency	\$ 877,304	\$ 1,023,521	\$ 1,389,064	\$ 1,571,835	\$ 1,462,173	\$ 986,966	-	\$ 2,383,931	\$ 5,562,506
	\$ 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	\$ -	\$ -	\$ -	\$ -

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**Base Project Anticipated Cash in Hand and Fund Source**

	2013	2014	2015	2016	2017	2018	2019	2020	2021
<b>Cumulative Total</b>									
SFMTA Revenue Bond	\$ 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
Central Subway (FTA or State)	-	\$ 12,500,000	\$ 12,500,000	-	\$ 106,877,603	-	-	-	-
Prop K Total	\$ 2,000,000	-	\$ 10,000,000	\$ 14,000,000	-	-	-	-	-
	-	-	-	-	\$ 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>									
Contract <sup>1</sup>	\$ 107,648,308	\$ 125,562,523	\$ 129,295,695	\$ 129,979,734	\$ 124,355,157	\$ 86,985,064	\$ 24,661,609	\$ -	\$ 933,920,259
Tax (8.75%)	\$ 89,889,044	\$ 106,308,172	\$ 109,577,507	\$ 110,176,556	\$ 105,250,818	\$ 73,254,569	\$ 21,597,468	-	\$ 781,932,189
Project Support (5%) <sup>2</sup>	\$ 7,865,291	\$ 9,301,965	\$ 9,588,032	\$ 9,640,449	\$ 9,209,447	\$ 6,409,775	\$ 1,889,778	-	\$ 68,419,067
Contingency	\$ 4,767,862	\$ 3,973,218	\$ 3,973,218	\$ 3,973,218	\$ 3,973,218	\$ 3,178,575	-	-	\$ 39,096,609
	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

**Base Project Anticipated Cash in Hand and Fund Source**

	2022	2023	2024	2025	2026	2027	2028	2029	Total
<b>Cumulative Total</b>									
SFMTA Revenue Bond	\$ 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
Central Subway (FTA or State)	-	-	-	-	-	-	-	-	\$ 131,877,603
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	-	\$ 81,002,287
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
MTA		Trolley Coach Replacement	11	warranty	Programmed		\$20,765,094			\$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	\$13,952,581	\$33,473,027
<b>Total Allocated and Pending in 5YPP</b>				\$7,245,000	\$0	\$486,338	\$16,355,893	\$40,783,271
<b>Total Deobligated in 5YPP</b>				(\$338,733)	\$0	(\$21,977)	(\$403,312)	(\$704,022)
<b>Total Unallocated in 5YPP</b>				\$0	\$0	\$0	\$0	\$16,776,987
<b>Total Programmed in Amended 2009 Strategic Plan *</b>				\$7,245,000	\$0	\$486,338	\$16,036,581	\$33,389,027
<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

\* 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 accommodate new project: NABI Bus Replacement (Res. 13-03, 07.19.2012):

Reduced programming for Motor Coach Replacement - Standard Coach in FY 2009/10 from \$357,334 to \$0.

Reprogram \$45,978 in FY 10/11 funds from the procurement phase of the NABI Bus Replacement project to the design phase.

\$403,312 for the design phase of the NABI Bus Replacement project added to FY 2012/13.

<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 accommodate \$700,000 allocation for the design and procurement phases of the Replace 35 22' Paratransit Vans project (Resolution 14-72, 04/22/2014):

Replace 35 22' Paratransit Vans - PS&E was reduced by \$84,000 to \$0, and Replace 35 22' Paratransit Vans - PROC was reduced by \$616,000 to \$324,931.

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 E'TI 40' Trolley Coaches (2015/16)	PROC	Planned		\$52,369,488				\$52,369,488
SFMTA	Replace 50 E'TI 40' Trolley Coaches (2016/17)	PROC	Planned			\$36,608,381			\$36,608,381
SFMTA	Replace 25 E'TI 40' Trolley Coaches and Replace up to 45 E'TI 60' Trolley Coaches (2017/18)	PROC	Planned				\$40,274,627		\$40,274,627
SFMTA	Mixed-Size Trolley Coach Procurement	Warranty	Planned	\$150,000					\$150,000
SFMTA	Replace 27 Paratransit Vans Class B Vehicles	PROC	Planned		\$718,215				\$718,215
SFMTA	Replace 35 Paratransit Vans Class B Vehicles	PROC	Planned					\$931,019	\$931,019
Total Programmed in 5YPP				\$66,765,166	\$93,885,867	\$50,279,370	\$55,084,503	\$27,364,645	\$293,379,551
Total Programmed in 2013 Strategic Plan Baseline				\$12,928,108	\$29,822,786	\$86,704	\$14,929,612	\$15,682,124	\$73,449,334
Cumulative Remaining Programming Capacity				(\$53,837,058)	(\$117,900,139)	(\$168,092,805)	(\$208,247,696)	(\$219,930,217)	(\$219,930,217)

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 E'TI 40' Trolley Coaches (2015/16)	PROC		\$13,092,372	\$39,277,116								\$52,369,488
Replace 100 E'TI 40' Trolley Coaches (2015/16)	PROC			\$27,456,286	\$9,152,095							\$36,608,381
Replace 25 E'TI 40' Trolley Coaches and Replace up to 45 E'TI 60' Trolley Coaches (2017/18)	PROC				\$30,205,970	\$10,068,657						\$40,274,627
Mixed-Size Trolley Coach Procurement	Warranty	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$150,000
Replace 27 Paratransit Vans Class B Vehicles	PROC		\$718,215									\$718,215
Replace 35 Paratransit Vans Class B Vehicles	PROC					\$931,019						\$931,019
Cash Flow Programmed in 5YPP		\$6,676,517	\$101,779,297	\$84,738,632	\$55,785,798	\$37,640,900	\$6,638,407	\$30,000	\$30,000	\$30,000	\$30,000	\$293,379,551
Total Cash Flow in 2013 Strategic Plan		\$14,558,216	\$14,672,306	\$15,344,341	\$15,015,190	\$15,746,369	\$378,405	\$418,999	\$440,558	\$463,129	\$486,760	\$77,524,273
Cumulative Remaining Cash Flow Capacity		\$7,881,699	(\$79,225,292)	(\$148,619,583)	(\$189,390,191)	(\$211,284,722)	(\$217,544,724)	(\$217,155,725)	(\$216,745,167)	(\$216,312,038)	(\$215,855,278)	(\$215,855,278)

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

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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>

**Attachment 3.**  
**Prop K FY 2014/15 Capital Budget<sup>1</sup>**

				Cash Flow Distribution					
EP #	Sponsor	Project Name	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FYs 2019/20 - 2027/2028 <sup>2</sup>
TRANSIT									
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
Transit Subtotal			\$ 177,102,372	\$ 36,125,774	\$ 5,598,456	\$ 7,317,490	\$ 1,500,000	\$ -	\$ 126,560,652
PARATRANSIT									
23	SFMTA	Paratransit	\$ 9,670,000	\$ 9,670,000					
Paratransit Subtotal			\$ 9,670,000	\$ 9,670,000	\$ -	\$ -	\$ -	\$ -	
VISITACION VALLEY WATERSHED									
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				
Visitacion Valley Watershed Subtotal			\$ 28,830	\$ 19,330	\$ 9,500	\$ -	\$ -	\$ -	
STREET AND TRAFFIC SAFETY									
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					
Streets and Traffic Safety Subtotal			\$ 5,219,019	\$ 4,264,811	\$ 954,208	\$ -	\$ -	\$ -	
TSM/STRATEGIC INITIATIVES									
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					
TSM/Strategic Initiatives Subtotal			\$ 1,178,231	\$ 717,889	\$ 360,342	\$ 100,000	\$ -	\$ -	
TOTAL			\$ 193,198,452	\$ 50,797,804	\$ 6,922,506	\$ 7,417,490	\$ 1,500,000	\$ -	\$ 126,560,652

<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.



# Memorandum

**Date:** 10.02.14 **RE:** Plans and Programs Committee  
 October 7, 2014

**To:** Plans and Programs Committee: Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

**From:** Maria Lombardo – Chief Deputy Director *mel*  
 Anna LaForte – Deputy Director for Policy and Programming *all*

**Through:** Tilly Chang – Executive Director *all*

**Subject:** **ACTION** – Recommend Amendment of the Prop K Strategic Plan, Amendment of the Transit Enhancements and Vehicles 5-Year Prioritization Programs, and Allocation of \$131,153,142 in Prop K Funds, with Conditions, for the San Francisco Municipal Transportation Agency's Light Rail Vehicle Procurement, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

## Summary

Last month, Mayor Lee held a ceremonial signing to approve a historic \$1.4 billion contract to procure up to 260 new Muni light rail vehicles (LRVs) to replace and expand the Muni rail fleet over the next 25 years. It includes a base contract with 151 replacement vehicles and 24 expansion vehicles to support the Central Subway, and two options that would together add 85 expansion vehicles. The San Francisco Municipal Transportation Agency (SFMTA) is now finalizing its approach to certifying the \$934 million base contract and has requested amendment of the 2014 Prop K Strategic Plan, and two 5-Year Prioritization Programs (5YPPs) to enable concurrent allocation of over \$131 million in Prop K funds for the base contract. This would be the single largest allocation of Prop K funds to date – fitting given that this project, along with replacement of the rubber tire fleet (also underway with Prop K funds) will do more to improve Muni service than any other investment we can make. Currently, there is only \$4.6 million programmed for the 24 Central Subway vehicles. We have worked with 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. Given the performance benefits of the project, we are recommending that the discretionary vehicle funds, which could otherwise go to BART or Caltrain be programmed to SFMTA. This action will deplete the funds in that line item based on current revenue projections. SFMTA has concurrently proposed multiple changes to its projects in the Vehicles 5YPP. This involves significantly delayed cash flow for several projects that had more aggressive schedules than needed and other changes. Shifting out cash flow during the current 5YPP period, which has the peak cash flow needs in the Strategic Plan, and the fact that expenditures for the LRV procurement extend through Fiscal Year 2027/28, results in a slight reduction in finance costs for the Strategic Plan as a whole. **We are seeking a recommendation to amend the Prop K Strategic Plan, amend the Transit Enhancements and Vehicles 5YPPs, and allocate \$131,153,142 in Prop K funds, with conditions, for the SFMTA's LRV Procurement, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

## BACKGROUND

On September 19, 2014, Mayor Lee held a ceremonial signing to approve a historic \$1.2 billion contract to procure up to 260 new Muni light rail vehicles (LRVs) to replace and expand the Muni rail fleet over the next 25 years. Replacement of Muni's existing LRV fleet – along with replacement of the rubber tire fleet (which is underway with support from Prop K) is likely the single most effective way to increase Muni performance. Recognizing the importance of replacing and maintaining transit vehicle fleets, the Prop K category for replacement and rehabilitation of transit vehicles is the single biggest programmatic category in the Prop K Expenditure Plan. In addition, this LRV contract is one of the

San Francisco Municipal Transportation Agency's (SFMTA's) largest contracts to date.

The SFMTA is now finalizing its approach to certify the LRV Procurement project base contract and has requested allocation of over \$131 million in Prop K funds for this purpose. This allocation would constitute the single largest allocation of Prop K funds to date. The requested allocation requires amendments to the Vehicles 5-Year Prioritization Program (5YPP) and Transit Enhancements 5YPP that were approved in July 2014, as well as amendment of the 2014 Prop K Strategic Plan, which was adopted in September 2014. While contract procurement was underway during development of the 2014 Strategic Plan and 5YPPs, the SFMTA did not request programming of funds for the LRV Procurement project except for \$4.6 million from the Transit Enhancements 5YPP for new LRVs for the Central Subway.

The purpose of this memorandum is to present the SFMTA's request to the Plans and Programs Committee, and to seek a recommendation for the adoption of the amendment of the 2014 Prop K Strategic Plan and two 5YPPs, and the allocation of \$131,153,142 in Prop K Funds, with conditions, for the SFMTA's LRV Procurement.

## DISCUSSION

The contract approved by the San Francisco Board of Supervisors on September 3, 2014, and signed by Mayor Lee on September 19, 2014, includes a base contract with two options that can fund up to a total of 260 new LRVs as shown below.

**Table 1. Summary of LRV Procurement Contract**

Contract	Number of LRVs			Total Cost
	Replacement	Expansion	Total	
<b>Base</b>	151	24	175	\$ 933,920,258
<b>Option #1</b>	0	40	40	\$ 210,275,457
<b>Option #2</b>	0	45	45	\$ 280,277,510
<b>Total</b>	<b>151</b>	<b>109</b>	<b>260</b>	<b>\$1,424,473,225</b>

The procurement project 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 vehicles will offer safety enhancements such as hydraulic brakes, bright LED lighting, improved driver visibility, and will be easier to maintain. Replacement of the LRV fleet will help the SFMTA achieve its strategic goal of creating a safer, more efficient and reliable transportation system. For instance, 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. The first new prototype LRV is expected to be delivered 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.

**Base Contract Funding Plan:** SFMTA has a full funding plan for the base contract, but as shown in Table 2 below, not all of the funds have been programmed or allocated to the LRV procurement. Given the size and duration of the contract, SFMTA is refining a plan to issue a series of notices to proceed (NTPs) to certify portions of the base contract. The SFMTA can only certify up to the amount of funding it has in

hand (e.g., funds that have been allocated to the SFMTA for this specific purpose). The NTP certifications authorize the contractor to incur expenses up to a specified amount. For instance, the first NTP was scheduled for the end of September and was for \$32.6 million. The second NTP is scheduled for November 2014 and includes \$126.6 million in Prop K funds, which are contingent upon the request actions.

**Table 2. Base Contract Funding Plan**

Fund Source	Planned	Programmed	Allocated	Total
SFMTA Revenue Bond	\$ 106,877,603	\$ 25,000,000		<b>\$131,877,603</b>
Prop K	\$ 154,290,033	\$ 4,592,490		<b>\$158,882,523</b>
Federal 5307 and AB 664 (MTC bridge tolls)		\$ 617,160,133		<b>\$617,160,133</b>
Central Subway (New Starts and/or Prop 1B)		\$ 24,000,000	\$ 2,000,000	<b>\$ 26,000,000</b>
<b>Total</b>	<b>\$ 265,760,126</b>	<b>\$ 666,160,133</b>	<b>\$ 2,000,000</b>	<b>\$933,920,259</b>

The total Prop K amount shown in the table above reflects both the requested allocation of \$131.2 million, and also programming of \$27.7 million in Prop K funds in Fiscal Year 2019/20. The SFMTA will seek allocation of these latter funds for a future NTP for the base contract. The SFMTA does not have full funding plans for either of the contract options, other than \$8 million in Prop 1B transit formula funds. These funds could be used to certify the base contract, which would effectively create more capacity within the Prop K Vehicles category by reducing finance costs (a result of delaying when the Prop K funds are needed). We are pending a response from SFMTA as to why these funds cannot be directed to the base contract.

**Strategic Plan and 5YPP Amendments:** Currently, there is only \$4.6 million programmed for the 24 Central Subway vehicles in the Transit Enhancements 5YPP. We have worked with SFMTA to program an additional \$73.2 million from the Vehicles-Muni item and \$81.0 million from the Vehicles-Discretionary line item for a total of \$158.9 million in Prop K funds for the LRV procurement. SFMTA has concurrently proposed multiple changes to its projects in the Vehicles 5YPP. This involves significantly delayed cash flow for several projects that had more aggressive schedules than needed and other changes. Shifting out cash flow during the current 5YPP period, which has the peak cash flow needs in the Strategic Plan, and the fact that cash flow needs for the LRV procurement extend through Fiscal Year 2027/28, actually results in a slight reduction of \$3 million in finance costs (from \$247 million to \$244 million) for the Strategic Plan as a whole.

See Attachment 1 provides a summary of changes to programming and finance costs for the three Prop K line items affected by this request and for the Strategic Plan as a whole. Attachment 2 graphically shows the aggregate programming and cash flow changes for the two Vehicles-Muni and Vehicles-Discretionary line items compared to the currently approved Strategic Plan and 5YPPs. Attachment 3 describes some of the project level changes in the Vehicles 5YPP. The sections below provide some additional detail on the proposed amendments to the three aforementioned Expenditure Plan line items.

**Vehicles-Muni:** As summarized in Attachment 3, SFMTA has proposed a series of significant adjustments to year of programming, cash flows (in aggregate, delayed cash flows), and sometimes scope to its projects in the Vehicles 5YPP. In terms of programming, the proposed amendment would

advance a total of \$22.2 million of out year programming into the current 5YPP period. In addition, the SFMTA has requested that a total of \$23.7 million in funds be pushed out from Fiscal Years 2016/17 and 17/18 to Fiscal Year 2019/20 to support a future NTP for the LRV base contract. While programming was advanced significantly, cash flow (expenditure of Prop K funds) was not advanced much in aggregate. Thus, the proposed amendment would only slightly increase financing costs for the Vehicles-Muni line item, from \$71.7 million to \$73.5 million.

The proposed Prop K programming for the LRV procurement requires the deobligation of \$3,580,000 in unneeded funds from two previously allocated SFMTA projects, the 59 40-Foot New Flyer Hybrid Motor Coaches project and the MUNI Rehabilitation of Historic Streetcars project. We have included a special condition that requires the SFMTA to submit the deobligations in time for approval ahead of the October 21 Transportation Authority Board meeting. SFMTA has already initiated the de-obligation process.

**Vehicles-Discretionary:** For this category, the proposed amendment would add the LRV Procurement as a project and advance a total of \$66.4 million into the next five years, as well as an additional \$14.8 million in Fiscal Year 2019/20. The cash flow for both of these programmed amounts would be between Fiscal Years 2019/20 – 2027/28, and would leave the category with negligible funding capacity going forward. This reprogramming would increase finance costs for the category from 0% to 5.26% of total funds available to the category, equaling finance costs of \$4.67 million.

Given the performance benefits of the project, we are recommending that the discretionary vehicle funds, which could otherwise go to BART or Caltrain be programmed to SFMTA.

**Transit Enhancements:** The SFMTA is the sole eligible project sponsor for this category, and had previously requested that a total of \$4.6 million be programmed for LRVs for the Central Subway in the 2014 Transit Enhancements 5YPP, which was subsequently approved. The current request includes these funds, but would require advancing \$1.5 million in programming from Fiscal Year 2017/18 to Fiscal Year 2014/15 to support certification. The request does not require any advancing of cash flow, and therefore does not trigger any increased finance costs.

Allocation of the requested funds for the LRV Procurement project is contingent upon the Strategic Plan and 5YPP amendments as detailed above.

**We are seeking a recommendation to amend the Prop K Strategic Plan, amend the Transit Enhancements and Vehicles 5YPPs, and allocate \$131,153,142 in Prop K funds, with conditions, for the SFMTA's LRV Procurement, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

## ALTERNATIVES

1. Recommend amendment of the 2014 Prop K Strategic Plan, amendment of the Transit Enhancements and Vehicles 5YPPs, and the allocation of \$131,153,142 in Prop K funds, with conditions, for the SFMTA's LRV Procurement, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as presented.
2. Recommend amendment of the 2014 Prop K Strategic Plan, amendment of the Transit Enhancements and Vehicles 5YPPs, and the allocation of \$131,153,142 in Prop K funds, with conditions, for the SFMTA's LRV Procurement, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

## **CAC POSITION**

The Citizen Advisory Committee (CAC) was briefed on this item at its October 1, 2014 meeting, and unanimously adopted a motion of support for the staff recommendation.

## **FINANCIAL IMPACTS**

The recommended programming and cash flow revisions to the Prop K Strategic Plan and 5YPPs would result in a minor decrease in program-wide financing costs from \$247.6 million to \$244 million compared to the adopted Strategic Plan.

The recommended action would also allocate \$131,153,142 in Fiscal Year 2014/15 Prop K funds as detailed in the Allocation Request Form (See Enclosure 2). The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Form. As noted above the cash flow for this allocation extends from Fiscal Year 2016/17 through Fiscal Year 2027/28.

The Prop K Capital Budget (Attachment 4) shows cash flow distribution schedules for the subject projects. Attachment 5 contains a cash-flow-based summary table of the Prop K Fiscal Year 2014/15 allocations to date, as well as the recommended cash flow distribution schedules.

Sufficient funds are included in the proposed Fiscal Year 2014/15 budget to accommodate the recommendation actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

## **RECOMMENDATION**

Recommend amendment of the 2014 Prop K Strategic Plan, amendment of the Transit Enhancements and Vehicles 5YPPs, and the allocation of \$131,153,142 in Prop K funds, with conditions, for the SFMTA's LRV Procurement, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.

Attachments (5):

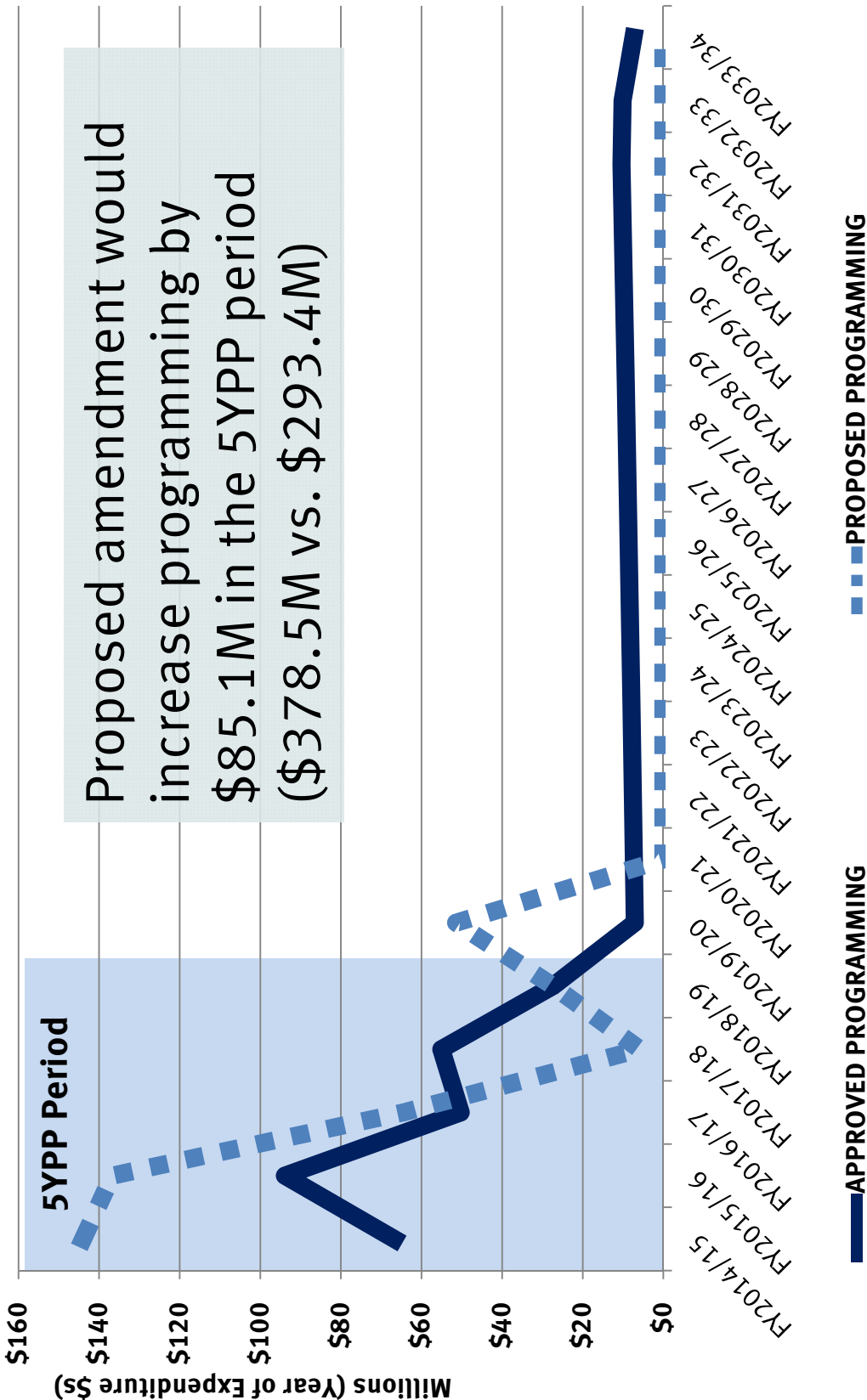
1. Summary of Proposed Prop K Strategic Plan Amendment
2. Prop K Vehicles Annual Programming and Cash Flow Figures
3. Proposed Prop K Project List – Vehicles-Muni (17M), Summary of Changes
4. Prop K Capital Budget 2014/15
5. Prop K 2014/15 Fiscal Year Cash Flow Distribution – Summary Table

Enclosures (2):

- A. Prop K Vehicles 5-Year Prioritization Program
- B. Prop K Allocation Request Form



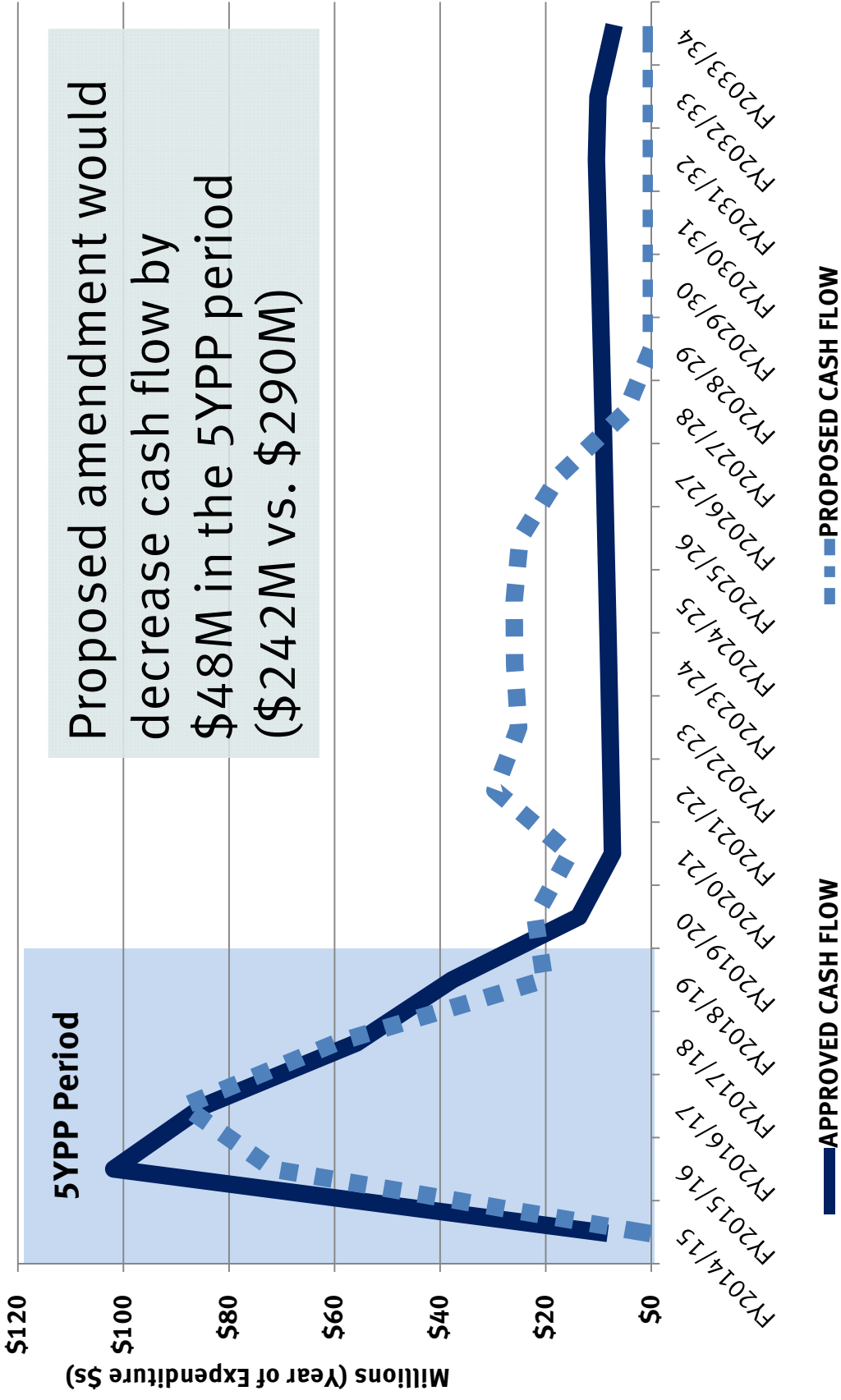
# Prop K Programming Vehicles-Muni and Vehicles-Discretionary Line Items





# Prop K Cash Flow

## Vehicles-Muni and Vehicles-Discretionary Line Items





RESOLUTION ALLOCATING \$496,100 IN PROP K FUNDS, WITH CONDITIONS, AND APPROPRIATING \$150,000 IN PROP K FUNDS, WITH CONDITIONS, FOR THREE REQUESTS, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, The Transportation Authority received three requests for a total of \$646,100 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests are for allocation of Fiscal Year 2014/15 funds from the Bicycle Circulation/Safety; Transportation Demand Management/Parking Management; and Transportation/Land Use Coordination categories of the Prop K Expenditure Plan; and

WHEREAS, As a prerequisite for allocation of funds, the voter-approved Prop K Expenditure Plan requires that the Transportation Authority Board adopt a 5-Year Prioritization Program (5YPP) for each programmatic category; and

WHEREAS, Two of the requests for Prop K funds are consistent with their relevant adopted 2014 5YPPs; and

WHEREAS, The San Francisco Municipal Transportation Agency's request for Prop K funds for the Share Roadway Bicycle Markings (Sharrows) requires an amendment to the 2014 Bicycle Circulation/Safety 5YPP as detailed in the attached allocation request form; and

WHEREAS, After reviewing the requests, staff recommended allocating \$496,100 in Prop K funds, with conditions, and appropriating \$150,000 in Prop K funds, with conditions, for three projects, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include scope, schedule, cost, budget, required deliverables, timely use of funds requirements, special



conditions, and Fiscal Year Cash Flow Distribution Schedules; 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 allocates \$496,100 in Prop K funds, with conditions, and appropriates \$150,000 in Prop K funds, with conditions, for three requests, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation and appropriation 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; 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, the 2014 Prop K Strategic Plan, and the relevant 5YPP are hereby amended, as appropriate.

Attachments:

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Capital Budget 2014/15
5. Prop K 2014/15 Fiscal Year Cash Flow Distribution – Summary Table

Enclosure:

1. Prop K/Prop AA Allocation Request Forms (3)

Attachment 1: Summary of Applications Received

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Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Prop K Leveraging		Phase(s) Requested	District
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ -	\$ 256,100	28%	0%	Environmental, Design, Construction	Citywide
Prop K	43	SFCTA	Treasure Island Mobility Management Program	\$ 150,000	\$ -	\$ 879,400	54%	83%	Planning	6
Prop K	44	SFMTA	Western Addition Community-Based Transportation Plan [NTIP Planning]	\$ 240,000	\$ -	\$ 300,000	40%	20%	Planning	5
			TOTAL	\$ 646,100	\$ -	\$ 1,435,500	46%	55%		

Footnotes

<sup>1</sup> "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2012 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

<sup>2</sup> Acronyms include SFCTA (San Francisco County Transportation Authority) and SFMTA (San Francisco Municipal Transportation Agency).

<sup>3</sup> "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

<sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ -	<p>The SFMTA will use Prop K funds to install an estimated 1,350 new sharrows at 52 locations identified in the 2009 San Francisco Bicycle Plan. Streets planned for sharrow implementation are located on the San Francisco Bike Network where no other bike facilities such as lanes are scheduled for construction in the near future. To date, the SFMTA has installed 74 miles of sharrows, and this project will install sharrows on the remaining 16 miles identified in the plan. SFMTA anticipates construction to be completed by late 2015.</p> <p>The SFMTA prioritizes new requests for sharrows based on the existing backlog of requested sharrow locations along with new requests submitted through elected officials (e.g. Board of Supervisors) and 311. Public requests for sharrows can be made by contacting 311.</p>
43	SFCTA	Treasure Island Mobility Management Program	\$ 150,000	\$ -	<p>A key component of the Treasure Island/Yerba Buena Development Project is the development and implementation of a comprehensive package of transportation services. Prop K funds will be used to fund Phase 1 of the Treasure Island Mobility Management Program in Fiscal Year 2014/15. Activities during this pre-implementation phase will continue development of the transportation program. Specifically, funds will be used on initial studies, the establishment of the Treasure Island Mobility Management Agency (TIMMA), program management, and agency stakeholder and public outreach. The work will be split 50/50 between Transportation Authority staff and consultants. The Transportation Authority anticipates the pre-implementation phase to be completed by September 2015.</p>

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
44	SFMTA	Western Addition Community-Based Transportation Plan [N'TIP Planning]	\$ 240,000	\$ -	Prop K funds will be used for a community-based planning effort in the Western Addition/Haight/Fillmore neighborhood. This would be the first project to receive a Neighborhood Transportation Improvement Program (N'TIP) planning grant (District 5, \$100,000 from N'TIP). While the scope is still being refined in coordination with Commissioner Breed's office, the overall intent is to identify key transportation needs and develop potential project concepts to address those needs. The Prop K funds would leverage a \$60,000 Community Based Transportation Planning grant from the Metropolitan Transportation Commission. The planning effort must include robust community engagement and will identify key transportation needs and to develop potential project concepts. Upon project completion (anticipated November 2016), SFMTA will report to the CAC and Plans and Programs Committee on key findings, recommendations, and next steps, including implementation and funding strategy.
<b>TOTAL</b>			<b>\$ 646,100</b>	<b>\$ -</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ -	<b>5-Year Prioritization Program (SYPP) Amendment:</b> The requested allocation requires a 5YPP amendment to the Bicycle Circulation/Safety category to reprogram \$138,100 in Fiscal Year 2014/15 Bicycle Network Expansion and Upgrades construction funds to the Sharrows project.
43	SFCTA	Treasure Island Mobility Management Program	\$ 150,000	\$ -	
44	SFMTA	Western Addition Community-Based Transportation Plan [NTIP Planning]	\$ 240,000	\$ -	SFMTA is working with Commissioner Breed's office to better define purpose and need, scope, community engagement strategy, etc. We are recommending the allocation so that SFMTA can obligate the Community Based Transportation Planning grant funds from MTC. The staff recommendation contains a special condition making reimbursement conditioned upon receipt of a) an executed project charter documenting agreements reached with all participants on purpose, scope, budget, and responsibilities of all participants and b) a revised allocation request form that is consistent with the project charter and reflects input from Commissioner Breed.
<b>TOTAL \$</b>			<b>646,100 \$</b>	<b>-</b>	

<sup>1</sup> See Attachment 1 for footnotes.

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

				Cash Flow Distribution					
EP #	Sponsor	Project Name	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FYs 2019/20 - 2027/2028 <sup>2</sup>
TRANSIT									
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
Transit Subtotal			\$ 177,102,372	\$ 36,125,774	\$ 5,598,456	\$ 7,317,490	\$ 1,500,000	\$ -	\$ 126,560,652
PARATRANSIT									
23	SFMTA	Paratransit	\$ 9,670,000	\$ 9,670,000					
Paratransit Subtotal			\$ 9,670,000	\$ 9,670,000	\$ -	\$ -	\$ -	\$ -	\$ -
VISITACION VALLEY WATERSHED									
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				
Visitacion Valley Watershed Subtotal			\$ 28,830	\$ 19,330	\$ 9,500	\$ -	\$ -	\$ -	\$ -
STREET AND TRAFFIC SAFETY									
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				
39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ 151,000	\$ 105,100				
42	SFPW	Tree Planting and Maintenance	\$ 1,000,000	\$ 1,000,000					
Streets and Traffic Safety Subtotal			\$ 5,475,119	\$ 4,415,811	\$ 1,059,308	\$ -	\$ -	\$ -	\$ -
TSM/STRATEGIC INITIATIVES									
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			
43	SFCTA	Treasure Island Mobility Management Program	\$ 150,000	\$ 150,000					
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					
44	SFMTA	Western Addition Community-Based Transportation Plan [NTIP]	\$ 240,000	\$ 96,000	\$ 96,000	\$ 48,000			
TSM/Strategic Initiatives Subtotal			\$ 1,568,231	\$ 963,889	\$ 456,342	\$ 148,000	\$ -	\$ -	\$ -
TOTAL			\$ 193,844,552	\$ 51,194,804	\$ 7,123,606	\$ 7,465,490	\$ 1,500,000	\$ -	\$ 126,560,652



				Cash Flow Distribution					
EP #	Sponsor	Project Name	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FYs 2019/20 - 2027/2028 <sup>2</sup>

<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 5.  
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	\$ 193,198,452	\$ 50,797,804	\$ 6,922,506	\$ 7,417,490	\$ -	\$ -	\$ 126,560,652
Current Request(s)	\$ 646,100	\$ 397,000	\$ 201,100	\$ 48,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 193,844,552	\$ 51,194,804	\$ 7,123,606	\$ 7,465,490	\$ -	\$ -	\$ 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.



# Memorandum

**Date:** 10.02.14

**RE:** Plans and Programs Committee  
October 7, 2014

**To:** Plans and Programs Committee: Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

**From:** Anna LaForte – Deputy Director for Policy and Programming *all*

**Through:** Tilly Chang – Executive Director *all*

**Subject:** **ACTION** – Recommend Allocation of \$496,100 in Prop K Funds, with Conditions, and Appropriation of \$150,000 in Prop K Funds, with Conditions, for Three Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

## Summary

As summarized in Attachments 1 and 2, we have three requests totaling \$646,100 in Prop K funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested \$256,100 for Shared Roadway Bicycle Markings (Sharrows) to install an estimated 1,350 new sharrows at locations identified in the 2009 San Francisco Bicycle Plan. The SFMTA has also requested \$240,000 for the Western Addition Community-Based Transportation Plan, which would be the first project to receive a Neighborhood Transportation Improvement Program (NTIP) planning grant (District 5). While the scope is still being refined in coordination with Commissioner Breed's office, the overall intent is to identify key transportation needs and develop potential project concepts to address those needs. The Prop K funds would leverage a \$60,000 Community Based Transportation Planning grant from the Metropolitan Transportation Commission. Finally, we are requesting \$150,000 for Fiscal Year 2014/15 planning and conceptual engineering work for the Treasure Island Mobility Management Program. **We are seeking a recommendation to allocate \$496,100 in Prop K funds, with conditions, and appropriate \$150,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

## BACKGROUND

We have received three requests for a combined total of \$646,100 in Prop K funds to present to the Plans and Programs Committee at the October 7, 2014 meeting, for potential Board approval on October 21, 2014. As shown in Attachment 1, the requests come from the following Prop K categories:

- Bicycle Circulation/Safety
- Transportation Demand Management/Parking Management
- Transportation/Land Use Coordination

The purpose of this memorandum is to present the Prop K requests to the Plans and Programs Committee and to seek a recommendation to allocate and appropriate the funds, with conditions.

## DISCUSSION

Attachment 1 summarizes the three requests for Prop K funds, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the enclosed Allocation Request Forms.

**Treasure Island Mobility Management Program:** In June 2011, the San Francisco Board of Supervisors voted to approve various pieces of legislation authorizing the Treasure Island/Yerba Buena Island Development Project. The Treasure Island Transportation Implementation Plan was adopted as part of the development projects' approvals, and includes a multimodal congestion pricing demonstration program that applies motorist user fees to reduce the traffic impacts of the Development Project. The congestion fee, which is authorized under previous legislation (Assembly Bill (AB) 981, signed in 2008), in combination with parking and transit pass revenues, would help fund a comprehensive suite of transportation services, including: frequent ferry and bus service to San Francisco and Oakland, a free island circulator shuttle, bikeshare; and other cycling and pedestrian amenities. Other demand management elements include unbundled parking, required purchase of pre-paid transit vouchers for residents, and pricing of all non-resident parking on Treasure Island. Implementation of congestion pricing is intended to occur concurrently with the occupancy of the first 1,000 housing units on Treasure Island, anticipated in January 2018. Under AB 981, these transportation services and policies are to be implemented by a Treasure Island Mobility Management Agency (TIMMA).

On April 1, 2014, the San Francisco Board of Supervisors adopted a resolution designating the Transportation Authority as the TIMMA to implement elements of the Transportation Plan in support of the Development Project. On September 19, 2014, Governor Brown signed into law AB 141 (Ammiano), a bill sponsored by the Transportation Authority to transfer its TIMMA responsibilities to a new agency in order to firewall the new Treasure Island activities and related liabilities from Prop K revenues and other Transportation Authority resources.

The current request for \$150,000 in Prop K funds for Fiscal Year 2014/15 would match two competitive grants secured by the project: \$149,400 in Priority Development Area Planning funds from the Metropolitan Transportation Commission, and \$330,000 in federal Value Pricing Pilot Program Planning funds from the Federal Highway Administration. It would establish administrative and financial policies for TIMMA, and conduct planning and preliminary engineering to produce recommendations for the Mobility Management Program. A progress update on the Treasure Island Mobility Management Study will also be presented at the October 7 Plans and Programs Committee meeting under a separate agenda item.

**Western Addition Community-Based Transportation Plan [NTIP Planning]:** The San Francisco Transportation Plan found that walking, biking and transit reliability initiatives are important ways to address socio-economic and geographic disparities. One key response to the findings was the development of the Neighborhood Transportation Improvement Program (NTIP) to address mobility and equity needs and to meet the desire for more focus on neighborhoods, especially on Communities of Concern and other underserved neighborhoods. The NTIP has two components: a planning program that provides \$100,000 in Prop K funding for each supervisorial district, and \$9.6 million in Prop K matching funds for implementation of NTIP planning grant recommendations and other neighborhood-scale projects that have already been identified for delivery. The San Francisco Municipal Transportation Agency is requesting \$100,000 in District 5 NTIP Planning funds and an additional \$140,000 in Prop K funds for the Western Addition Community-Based Transportation Plan project for the first NTIP planning grant. While the scope is still being refined in coordination with Commissioner Breed's office, the overall intent is to identify key transportation needs and develop potential project concepts to address those needs. The Prop K funds would leverage a \$60,000 Community Based Transportation Planning grant from the Metropolitan Transportation Commission.

**Staff Recommendation:** Attachment 3 summarizes the staff recommendations for the requests. Transportation Authority staff and project sponsors will attend the Plans and Programs Committee

meeting to provide brief presentations on some of the specific requests and to respond to any questions that the Plans and Programs Committee may have.

**We are seeking a recommendation to allocate \$496,100 in Prop K funds, with conditions and appropriate \$150,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

## **ALTERNATIVES**

1. Recommend allocation of \$496,100 in Prop K funds, with conditions, and appropriation of \$150,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as presented.
2. Recommend allocation of \$496,100 in Prop K funds, with condition, and appropriation of \$150,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

## **CAC POSITION**

The Citizen Advisory Committee (CAC) was briefed on this item at its October 1, 2014 meeting, and unanimously adopted a motion of support for the staff recommendation.

## **FINANCIAL IMPACTS**

As detailed in Attachment 2 and the enclosed Allocation Request Forms, this action would allocate and appropriate \$646,100 in Fiscal Year 2014/15 Prop K funds, with conditions. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

The Prop K Capital Budget (Attachment 4) shows the recommended cash flow distribution schedules for the subject requests. Attachment 5 contains a cash-flow-based summary table including the Prop K Fiscal Year 2014/15 allocations to date and the subject Prop K requests.

Sufficient funds are included in the adopted Fiscal Year 2014/15 budget to accommodate the recommendation actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

## **RECOMMENDATION**

Recommend allocation of \$496,100 in Prop K funds, with conditions, and appropriation of \$150,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Capital Budget 2014/15
5. Prop K 2014/15 Fiscal Year Cash Flow Distribution – Summary Table

Enclosure:

1. Prop K Allocation Request Forms (3)



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RESOLUTION      ADOPTING      THE      NEIGHBORHOOD      TRANSPORTATION  
IMPROVEMENT PROGRAM PLANNING GUIDELINES

WHEREAS, The San Francisco County Transportation Authority (Transportation Authority) developed the Neighborhood Transportation Improvement Program (NTIP) in response to mobility and equity analysis findings from the San Francisco Transportation Plan (SFTP) and to public and Transportation Authority Board desire for more focus on neighborhoods, especially on Communities of Concern (CoCs) and other underserved neighborhoods; and

WHEREAS, The SFTP found that walking, biking, and transit reliability initiatives are important ways to address socio-economic and geographic disparities; and

WHEREAS, The intent of NTIP is to develop project pipelines and build community awareness and capacity to provide input into the transportation planning process, especially in CoCs and other neighborhoods with high unmet needs; and

WHEREAS, NTIP planning funds will be used for community-based, neighborhood-scale planning efforts that identify a community's top transportation needs, identify and evaluate potential solutions, recommend next steps, and prioritize community-supported, neighborhood-scale capital improvements that can be funded by the Transportation Authority's Prop K sales tax for transportation and/or other sources; and

WHEREAS, The Transportation Authority developed the NTIP Planning Guidelines (Attachment) through a collaborative process with local agency partners; and

WHEREAS, The NTIP Planning program provides \$100,000 in Prop K funding for each supervisorial district to use over the next five years and these funds are already programmed in the



Prop K Strategic Plan and Transportation/Land Use Coordination 5-Year Prioritization Program;  
and

WHEREAS, At its October 1, 2014, meeting, the Citizens Advisory Committee reviewed  
and adopted a motion of support to adopt the attached NTIP Planning Guidelines; and

WHEREAS, On September 16, 2014, the Plans and Programs Committee reviewed the  
NTIP Planning Guidelines and unanimously recommended approval to adopt the attached NTIP  
Planning Guidelines; and now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the NTIP Planning  
Guidelines.

Attachment:

Neighborhood Transportation Improvement Program Planning Guidelines





## Neighborhood Transportation Improvement Program Draft Planning Guidelines



The Neighborhood Transportation Improvement Program (NTIP) is made possible by the San Francisco County Transportation Authority through grants of Proposition K (Prop K) local transportation sales tax funds. Prop K is the local sales tax for transportation approved by San Francisco voters in November 2003.





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## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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## Overview

### WHY CREATE A NEIGHBORHOOD TRANSPORTATION IMPROVEMENT PROGRAM (NTIP)?

The Transportation Authority's NTIP was developed in response to mobility and equity analysis findings from the San Francisco Transportation Plan (SFTP) and to public and the Transportation Authority Board's desire for more focus on neighborhoods, especially on Communities of Concern<sup>1</sup> and other underserved neighborhoods. The SFTP, which is the city's 30-year blueprint guiding transportation investment in San Francisco, found that walking, biking and transit reliability initiatives are important ways to address socio-economic and geographic disparities. The NTIP is intended to respond to these findings.

### WHAT DO WE WANT TO ACHIEVE WITH THE NTIP?

The purpose of the NTIP is to build community awareness of, and capacity to provide input to, the transportation planning process and to advance delivery of community-supported neighborhood-scale projects. The latter can be accomplished through strengthening project pipelines or helping move individual projects more quickly toward implementation, especially in Communities of Concern and other neighborhoods with high unmet needs.

### WHAT TYPE OF WORK DOES THE NTIP FUND?

NTIP planning funds can be used for community-based planning efforts in San Francisco neighborhoods, especially in Communities of Concern or other underserved neighborhoods and areas with vulnerable populations (e.g., seniors, children, and/or people with disabilities). Specifically, NTIP planning funds can be used to support neighborhood-scale efforts that identify a community's top transportation needs, identify and evaluate potential solutions, and recommend next steps for meeting the identified needs. NTIP planning funds can also be used to complete additional planning/conceptual engineering for existing planning projects that community stakeholders regard as high-priority. All NTIP planning efforts must be designed to address one or more of the following SFTP priorities:

- Improve pedestrian and/or bicycle safety
- Encourage walking and/or biking;
- Improve transit accessibility
- Improve mobility for Communities of Concern or other underserved neighborhoods and vulnerable populations (e.g., seniors, children, and/or people with disabilities).

Ultimately, NTIP planning efforts should lead toward pri-

1 Communities of Concern in San Francisco as defined by the Metropolitan Transportation Commission include Downtown/Chinatown/North Beach/Treasure Island, Tenderloin/Civic Center, South of Market, Western Addition/Haight/Fillmore, Inner Mission/Potrero Hill, Bayview/Hunters Point/Bayshore, Outer Mission/Crocker-Amazon/Ocean View. Local San Francisco agencies plan to revisit and potentially adjust these designations in the coming year.

oritization of community-supported, neighborhood-scale capital improvements that can be funded by the Transportation Authority's Prop K sales tax for transportation and/or other sources.

### HOW MUCH FUNDING IS AVAILABLE?

The NTIP Planning program provides \$100,000 in Prop K funding for each supervisorial district to use over the next five years (Fiscal Years 2014/15–2018/19). A maximum of \$500,000 is available for grants in Fiscal Year 2014/15. The \$100,000 can be used for one planning effort or multiple smaller efforts. No local match is required for planning grants, though it is encouraged.

The Transportation Authority has also programmed just over \$9.6 million in Prop K matching funds for implementation of NTIP planning grant recommendations during the next five years. During this first cycle of the NTIP, the capital match funds can also be used to fund other community-supported, neighborhood-scale projects that already have been identified and are being prepared for delivery in the next five years.

## Eligibility

### WHAT TYPES OF PLANNING EFFORTS CAN BE FUNDED?

Examples of eligible planning efforts include:

- District-wide needs and prioritization processes (e.g., the Sunset District Blueprint).
- Project-level plans or conceptual designs for smaller efforts (e.g., advancing conceptual design of a high priority project identified in a prior community planning effort, community mini-grants, safety project concepts development, and transportation demand management planning including neighborhood parking management studies).
- Identifying and advancing design of low-cost enhancements (e.g., new crosswalks, trees, sidewalk bulbouts) to a follow-the-paving project.
- Traditional neighborhood transportation plan development (e.g., Tenderloin-Little Saigon Neighborhood Transportation Plan, Mission District Streetscape Plan).
- Corridor plans (e.g., Leland Avenue Street Design Project, McLaren Park Needs Assessment/Mansell Corridor Improvements, and Columbus Avenue Neighborhood Transportation Study).

The expectation is that NTIP funds will be leveraged like other Prop K funds. This leveraging would be necessary to fully fund some of the larger scale and more intensive efforts listed above. (A traditional neighborhood transportation plan might run \$300,000; a corridor plan could be much more expensive, depending on the scope). Without leveraging, a \$100,000 NTIP planning grant could fund the smaller-scale planning efforts noted in the first three bullet points.

All NTIP planning efforts must include a collaborative planning process with community stakeholders such as residents, business proprietors, transit agencies, human service agencies, neighborhood associations, non-profit or other community-based organizations and faith-based organizations. The purpose of this collaboration is to solicit comments from these stakeholders, review preliminary findings or designs with them, and to utilize their perspective in identifying potential strategies and solutions for addressing transportation needs.

#### WHO CAN LEAD AN NTIP PLANNING EFFORT?

NTIP planning efforts can be led by Prop K project sponsors, other public agencies, and/or community-based organizations. The grant recipient, however, must be one of the following Prop K-eligible sponsors: the Bay Area Rapid Transit District (BART), the Peninsula Corridor Joint Powers Board (Caltrain), the Planning Department, the San Francisco County Transportation Authority (Transportation Authority or SFCTA), the San Francisco Municipal Transportation Agency (SFMTA), or San Francisco Public Works (SFPW). If a non-Prop K sponsor is leading the NTIP planning project, it will need to partner with a Prop K sponsor or request that a Prop K sponsor act as a fiscal sponsor.

#### HOW WILL PROPOSALS BE SCREENED FOR ELIGIBILITY?

In order to be eligible for an NTIP Planning grant, a planning effort must satisfy all of the following screening criteria:

- Project sponsor is one of the following Prop K project sponsors: BART, Caltrain, the Planning Department, SFCTA, SFMTA, SFPW—or is partnering with a Prop K-eligible sponsor (either as a partner or a fiscal sponsor).
- Project is eligible for funding from Prop K.
- Project is seeking funds for planning/conceptual engineering phase. A modest amount of the overall grant may be applied toward environmental clearance (typically for categorical exemption types of approvals), but this may not represent a significant portion of proposed expenditures.
- Cumulative NTIP requests for a given supervisorial district do not exceed the maximum amount available for each supervisorial district (i.e., \$100,000).
- Project will address at least one of the SFTP priorities: improve pedestrian and/or bicycle safety, encourage walking and/or biking, improve transit accessibility, and/or improve mobility for Communities of Concern or other underserved neighborhoods and at-risk populations (e.g., seniors, children, and/or people with disabilities).
- Project is neighborhood-oriented and the scale is at the level of a neighborhood or corridor. The project may be district-oriented for efforts such as district-wide prioritization efforts, provided that the scope is compatible with the proposed funding.

- Project must include a collaborative planning process with community stakeholders.
- Planning project is proposed to be completed in two years.

#### WHAT SPECIFIC ACTIVITIES AND EXPENSES ARE ELIGIBLE FOR REIMBURSEMENT?

Direct costs must be used only for planning-related activities. Eligible costs include: community surveys, data gathering and analysis, community meetings, charrettes, focus groups, planning and technical consultants, outreach assistance provided by community-based organizations, developing prioritized action plans, conceptual or 30% design drawings, cost estimates, and bilingual services for interpreting and/or translation services for meetings. Further details on eligible expenses are included in the Prop K Standard Grant Agreement that will be executed by the Transportation Authority and the Prop K grant recipient.

### Project Initiation and Scoping

#### WHERE DO NTIP PLANNING IDEAS COME FROM?

The NTIP sets aside Prop K funds for each district supervisor to direct funds to one or more community-based, neighborhood-scale planning efforts in the next five years. Ultimately, the district supervisor (acting in his/her capacity as a Transportation Authority Board commissioner) will recommend which project(s) will be funded with an NTIP planning grant. All projects must be consistent with the adopted guidelines.

Anyone can come up with an NTIP planning grant idea, including, but not limited to, a District Supervisor, agency staff, a community-based organization, or a community member. There is no pre-determined schedule or call for projects for the NTIP planning grants. Rather, each Transportation Authority Board member will contact the Transportation Authority's NTIP Coordinator when s/he is interested in exploring NTIP proposals. Board members may already have an idea in mind, seek help from agency staff in generating ideas, or solicit input from constituents and other stakeholders. See below for how these ideas are vetted and turned into NTIP planning grants.

#### HOW DOES AN IDEA DEVELOP INTO AN NTIP PLANNING GRANT?

**INITIATING A REQUEST:** The District Supervisor initiates the process by contacting the Transportation Authority's or SFMTA's NTIP Coordinator with a planning proposal, a request to help identify potential planning project ideas, or to help with a formal or informal call for projects for his or her respective district.

The Transportation Authority and the SFMTA have designated NTIP Coordinators who will work collaboratively to implement the NTIP Planning grant program. The NTIP Coordinators will work with the District Supervisor and any

relevant stakeholders throughout the NTIP planning proposal identification and initial scoping process. They will be responsible for seeking input from appropriate staff within their agencies, as well as from other agencies depending on the particular topic.

**VETTING IDEAS AND SCOPING:** Once contacted by a District Supervisor, the SFCTA and SFMTA NTIP Coordinators will establish a dialogue with the relevant District Supervisor and agency staff to develop an understanding of the particular neighborhood's needs and concerns that could be addressed through a planning effort, to evaluate an idea's potential for addressing identified issues, and to explore whether complementary planning or capital efforts are underway, in the pipeline, or have already occurred.

This step in the process is necessarily iterative and collaborative in nature. It involves working with the District Supervisor to identify an eligible NTIP planning proposal and reaching agreement on the purpose and need, what organization will lead/support the effort, developing a summary scope, identifying desired outcomes and/or deliverables, and preparing an initial cost estimate and funding plan.

NTIP planning grant funds are modest, but a great deal can be accomplished depending on how the planning effort is scoped and how it leverages other resources (e.g., existing plans, staff, other fund sources, concurrent planning and design efforts, etc.). The checklist shown in Table 1 reflects elements that are typically necessary to support a strong NTIP planning proposal.

As the project scope begins to solidify, another key aspect to address is determining the lead agency and identifying the roles of other agencies and stakeholders that need to be involved. The SFCTA and SFMTA NTIP Coordinators will assist with this effort, which requires consideration of mul-

tle factors such as how well the NTIP planning proposal matches an agency's mission and goals, and current priorities; staff resource availability during the proposal timeframe; and availability of consultant resources to address staff resource constraints. The Transportation Authority is willing to provide access to its on-call consultants to assist with NTIP planning efforts if that is found to be a viable approach to a particular planning proposal.

Agreeing upon the lead agency and the timing of the planning effort are important outcomes of the scoping phase. Based on prior experience and feedback from project sponsors, it is clear that implementation agency participation in the project initiation and scoping process and involvement in some form in the planning effort (from leading the effort to strategically providing input and reviewing key deliverables) helps ensure that the recommendations stemming from the study will be prioritized sooner rather than later in that agency's work program.

**DEVELOPING A PROJECT CHARTER:** Once an idea for an NTIP planning proposal has become more refined, the NTIP Coordinators will assist the lead agency with development of a project charter. The intent of the charter is to document agreements reached regarding the project's purpose, scope, schedule, budget, funding plan, and the responsibilities of all participants. It may also include references to other relevant information such as agreements to exclude certain items from the scope, target milestones that need to be met to allow coordination with another project, or key risk factors that may be beyond the parties' control.

Sponsors may use their own project charter template or the NTIP Project Charter template, as long as they have substantially the same information.

Concurrent with development of the project charter, the lead agency (or the grant recipient if it is a different entity) should prepare a Prop K allocation request (See next section).

**REQUESTING ALLOCATION OF FUNDS:** The designated grant recipient needs to complete a Prop K allocation request form that builds off of the project charter and details the agreed-upon scope, schedule, cost and funding plan for the project. Transportation Authority staff will review the allocation request to ensure completeness. Once it is finalized the funding request will go through the next monthly Transportation Authority Board cycle for approval. This involves review and action by the Citizens Advisory Committee, Plans and Programs Committee, and Transportation Authority Board.

## What are the grant award terms?

All NTIP planning projects must adhere to the Prop K Strategic Plan policies and the requirements set forth in the Prop K Standard Grant Agreement. (see a sample SGA<sup>2</sup>). The sections below highlight answers to a few commonly asked questions.

Table 1.

### Checklist for Developing a Strong NTIP Planning Grant Proposal

Does your planning proposal have...?

- ✓ Clear purpose/need statement and goals
- ✓ Clear list of deliverables/outcomes
- ✓ Well-defined scope, schedule, and budget
- ✓ Clear and diverse community support
- ✓ Coordination with other relevant planning efforts
- ✓ Inclusive community engagement strategy
- ✓ Community of Concern or underserved community focus
- ✓ Appropriate funding/leveraging commensurate with proposed scope
- ✓ Implementation model (lead agency; agency and community roles defined)

2 [www.sfcta.org/sites/default/files/content/Programming/SGA\\_Sample.pdf](http://www.sfcta.org/sites/default/files/content/Programming/SGA_Sample.pdf)

**ARE THERE TIMELY USE OF FUNDS DEADLINES?**

Planning efforts must be completed within two years of the grant award. If a grant recipient does not demonstrate adequate performance and timely use of funds, the Transportation Authority may, after consulting with the project sponsor and relevant District Supervisor, take appropriate actions, which can include termination or redirection of the grant.

**WHAT ARE THE MONITORING, REPORTING, AND ATTRIBUTION REQUIREMENTS?**

NTIP planning grants will be subject to the same monitoring, reporting and attribution requirements as for other Prop K grants. Requirements are set forth in the Prop K Standard Grant Agreement and include items such as including appropriate attribution on outreach fliers and reports, preparing quarterly progress reports, and submitting a closeout report upon project completion.

Upon completion of each planning project, project sponsors will report to the Transportation Authority Board on key findings, recommendations, and next steps, including implementation and funding strategy. The Board will accept or approve the final report for the NTIP planning grant.

**How do I get more information?**

Visit the Transportation Authority's website at:

[www.sfcta.org/ntip](http://www.sfcta.org/ntip)

Or contact one of the NTIP coordinators:

Transportation Authority:

Anna LaForte, 415.522.4805, [anna.laforte@sfcta.org](mailto:anna.laforte@sfcta.org)

SFMTA:

Craig Raphael, 415.701.4276, [craig.raaphael@sfmta.com](mailto:craig.raaphael@sfmta.com)



## NTIP Planning Grant process Flow-chart



The NTIP is funded by grants of Proposition K local transportation sales tax funds.





# Memorandum

**Date:** 10.02.14 **RE:** Plans and Programs Committee  
October 7, 2014

**To:** Plans and Programs Committee: Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

**From:** Maria Lombardo – Chief Deputy Director *mel*  
David Uniman – Deputy Director for Planning *Dell.*

**Through:** Tilly Chang – Executive Director *TC*

**Subject:** **ACTION** – Recommend Adoption of the Draft Neighborhood Transportation Improvement Program Planning Guidelines

## Summary

One of the recommendations from the San Francisco Transportation Plan was to create a Neighborhood Transportation Improvement Program (NTIP), which provides Prop K funds for community-based planning and for development and implementation of neighborhood-scale capital projects. The draft NTIP planning grant guidelines were developed through a collaborative process with project sponsors. Recognizing the different transportation challenges facing San Francisco's neighborhoods, we have drafted guidelines that allow NTIP planning grants to be tailored to meet each district's or neighborhood's specific needs. Ultimately, all efforts should lead toward prioritization of community-supported neighborhood-scale capital improvements that could be funded by Prop K and/or other sources. The NTIP Planning program provides \$100,000 in Prop K funds for each supervisorial district over the next five years. The \$100,000 can be used for one planning effort or multiple smaller efforts. The expectation is that NTIP funds will leverage other funds. This leveraging would be necessary to fund larger scale more intensive efforts. While anyone can come up with an NTIP planning grant idea, it is the district supervisor who recommends which project(s) will be funded with an NTIP planning grant. The supervisor would initiate the process by contacting NTIP Coordinators at the Transportation Authority and the San Francisco Municipal Transportation Agency who would work with the supervisor and relevant stakeholders throughout the NTIP planning proposal identification and initial scoping process. There have been no substantive changes to the draft guidelines since they were included in the September Plans and Programs Committee packet. **We are seeking a recommendation to adopt the NTIP Planning Guidelines.**

## BACKGROUND

The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) was developed in response to mobility and equity analysis findings from the San Francisco Transportation Plan (SFTP) and to public and Board desire for more focus on neighborhoods, especially on Communities of Concern and other underserved neighborhoods. The SFTP, which is the city's 30-year blueprint guiding transportation investment in San Francisco, found that walking, biking and transit reliability initiatives are important ways to address socio-economic and geographic disparities. The NTIP responds to these findings.

The overall intent of the NTIP is to develop project pipelines and build community awareness of/capacity to provide input into the transportation planning process, especially in Communities of Concern and other neighborhoods with high unmet needs. The NTIP has two arms: planning grants and capital grants. The latter are intended to provide matching funds to advance project development and (ideally) implementation of two small- to mid-sized capital projects in each district in the next five years.

## DISCUSSION

The Draft NTIP Planning Guidelines have been developed through a collaborative process with our Technical Working Group, which includes local agency partners such as the Department of Public Works, the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Planning Department, the Department of Public Health, regional transit operators and others. As part of the development process, we made a concerted effort to draw upon lessons learned from past community-based planning efforts led by the Transportation Authority and our partner agencies. We are appreciative of everyone's thoughtful input and feel that the NTIP draft guidelines, which are included as Attachment 1 to this memo, have benefited from this input.

The draft guidelines were included in the September Plans and Programs Committee packet. We have made only non-substantive changes to the guidelines since then. Highlights on the Draft NTIP Planning Guidelines are provided below.

**Goals and Outcomes:** NTIP planning funds can be used for community-based, planning efforts in San Francisco neighborhoods, especially in Communities of Concern or other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities). Specifically, NTIP planning funds can be used to support neighborhood-scale efforts that identify a community's top transportation needs, identify and evaluate potential solutions, and recommend next steps for meeting the identified needs of the community. NTIP planning funds can also be used to complete additional planning/conceptual engineering for existing planning projects that community stakeholders regard as high priority. All NTIP planning efforts must be designed to address one or more of the following SFTP priorities:

- Improve pedestrian and/or bicycle safety;
- Encourage walking and/or biking;
- Improve transit accessibility; and/or
- Improve mobility for Communities of Concern or other underserved neighborhoods and at-risk populations (e.g., seniors, children, and/or people with disabilities).

Ultimately, NTIP planning efforts should lead toward prioritization of community-supported, neighborhood-scale capital improvements that can be funded by the Transportation Authority's Prop K sales tax for transportation and/or other sources.

**Funding and Eligibility:** The NTIP Planning program provides \$100,000 in Prop K funding for each supervisorial district to use over the next five years, with \$500,000 available for allocation in Fiscal Year 2014/15 and \$600,000 available in Fiscal Year 2015/16. The \$100,000 can be used for one planning effort or multiple smaller efforts. The expectation is that NTIP funds will leverage other funds. This leveraging would be necessary to fund larger scale, more intensive efforts.

All NTIP planning efforts must include a collaborative planning process with community stakeholders such as residents, business proprietors, transit agencies, human service agencies, neighborhood associations, non-profit or other community-based organizations and faith-based organizations. NTIP planning efforts can be led by Prop K project sponsors, other public agencies, and/or community-based organizations. The grant recipient, however, must be a Prop K-eligible sponsor. If a non-Prop K sponsor is leading the NTIP planning project, it will need to partner with a Prop K sponsor or request that a Prop K sponsor act as a fiscal sponsor.

**Project Initiation and Scoping:** NTIP planning grant ideas can be generated from a district supervisor, agency staff, a community-based organization, or a community member. Ultimately, however, the district supervisor (acting in his/her capacity as Transportation Authority Board commissioner) will recommend which project(s) will be funded with a NTIP planning grant.

The process of vetting potential NTIP planning ideas and scoping a planning grant are critical to the success of any planning effort. Thus, the guidelines describe a project initiation and scoping process that is necessarily iterative and collaborative in nature. It also relies upon NTIP Coordinators at the Transportation Authority and SFMTA to assist with this important step. When a district supervisor is interested in exploring NTIP proposals, he/she will need to contact the designated NTIP Coordinators. They will then work with the district supervisor and other relevant stakeholders to identify an eligible NTIP planning proposal and reach agreement on purpose and need, what organization will lead/support the effort, develop a summary scope, identifying desired outcomes and/or deliverables, and preparing an initial cost estimate and funding plan. The NTIP Coordinators will continue to facilitate the scoping effort through development of a project charter that will document agreements reached regarding the project's purpose, scope, schedule, budget, funding plan, and the responsibilities of all participants and through grant award.

Once awarded Prop K funds, the NTIP planning grant will be expected to be completed within a two year timeframe, culminating in a final report to the Board on key findings, recommendations, and next steps. NTIP planning recommendations may be prioritized for Prop K and other funds programmed or prioritized by the Transportation Authority.

**We are seeking a recommendation to adopt the draft NTIP Planning Guidelines.**

## **ALTERNATIVES**

1. Recommend adoption of the draft NTIP Planning Guidelines, as presented.
2. Recommend adoption of the draft NTIP Planning Guidelines, with modifications.
3. Defer action, pending additional information or further staff analysis.

## **CAC POSITION**

The Citizen Advisory Committee (CAC) was briefed on this item at its October 1, 2014 meeting, and unanimously adopted a motion of support for the staff recommendation.

## **FINANCIAL IMPACTS**

There are no financial impacts associated with the proposed action. The Transportation Authority Board has already approved programming of \$600,000 in Prop K funds in Fiscal Year 2014/15 and \$500,000 in Fiscal Year 2015/16 funds for NTIP planning grants as part of approval of the 2014 Prop K 5-Year Prioritization Programs. Allocation of funds for NTIP planning grants is subject to separate action by the Board.

## **RECOMMENDATION**

Recommend adoption of the draft NTIP Planning Guidelines.

Attachment:

1. Draft Neighborhood Transportation Improvement Program Planning Guidelines



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RESOLUTION APPOINTING ONE MEMBER TO THE GENEVA-HARNEY BUS RAPID TRANSIT COMMUNITY ADVISORY COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY FOR A TWO-YEAR TERM

WHEREAS, In 2012, the San Francisco County Transportation Authority (Transportation Authority) was awarded a California Department of Transportation Planning Grant to initiate the Geneva-Harney Bus Rapid Transit (BRT) Feasibility Study, a conceptual feasibility planning and community consensus-building process to prepare the Geneva-Harney BRT project for the environmental clearance phase; and

WHEREAS, In July 2013, through Resolution 14-16, the Transportation Authority established a structure for a Geneva-Harney BRT Community Advisory Committee (GHCAC) representing San Francisco, Brisbane, and Daly City neighborhoods adjacent to the corridor as well as traveler, business and community interests in the San Francisco/San Mateo Bi-County area; and

WHEREAS, There is currently one vacancy on the GHCAC for a representative of the Crocker-Amazon/Outer Mission/Excelsior area, to be appointed by the Transportation Authority; and

WHEREAS, At its October 7, 2014 meeting, the Plans and Programs Committee reviewed and forwarded, without recommendation, the appointment of one member to serve on the GHCAC for a two-year term; now, therefore, be it

RESOLVED, That the Transportation Authority hereby appoints one member to serve on the GHCAC for a two-year term; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to all interested parties.



# Memorandum

**Date:** 10.02.14 **RE:** Plans and Programs Committee  
 October 7, 2014

**To:** Plans and Programs Committee: Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

**From:** David Uniman – Deputy Director for Planning *DUE*

**Through:** Tilly Chang – Executive Director *TC*

**Subject:** **ACTION** – Recommend Appointment of One Member to the Geneva-Harney Bus Rapid Transit Community Advisory Committee

## Summary

The Geneva-Harney Bus Rapid Transit (BRT) Feasibility Study is advised by a 13-member Geneva-Harvey BRT Community Advisory Committee (GHCAC). The GHCAC structure, which was approved by the Transportation Authority Board, includes five members to be appointed by the City/County Association of Governments of San Mateo County and eight members appointed by the Transportation Authority. The Transportation Authority Board previously made appointments filling its eight seats. Since that time, the GHCAC member filling the Crocker-Amazon, Excelsior, Outer Mission seat submitted his resignation due to professional and personal time commitments. We re-opened recruitment, reaching out to community groups and residents. As shown in Attachment 2, we have received applications from two candidates for the Crocker-Amazon, Excelsior, Outer Mission seat. Neither staff nor the GHCAC makes recommendations on these appointments. **We are seeking a recommendation to appoint one member to the GHCAC.**

## BACKGROUND

In 2012, the Transportation Authority was awarded a Caltrans Transit Planning Grant to initiate the Geneva-Harney Bus Rapid Transit (BRT) Feasibility Study (Feasibility Study), a conceptual feasibility planning and community consensus-building process to prepare the Geneva-Harney BRT project for the environmental clearance phase. The BRT corridor crosses multiple jurisdictions, with its western and eastern ends in San Francisco but its middle portions in Daly City and Brisbane. One of the Feasibility Study's tasks is to create a bi-county Geneva-Harney BRT Community Advisory Committee (GHCAC) to provide sustained input on project designs and advice on reaching the broader community.

**Role of the GHCAC:** The role of the GHCAC will be to advise the Transportation Authority throughout the planning process with sustained, detailed input on project designs and issues, as well as ways to reach broader community consensus. Specifically, the GHCAC will advise on:

- Study scope and objectives, particularly where prioritization, trade-offs, or other policy input is needed
- Designs for improvements as developed within the Feasibility Study, including ranges of alternatives to be generated
- Evaluation of project benefits and impacts
- Strategies to communicate project progress to stakeholders and solicit broad feedback on the project

The GHCAC will meet quarterly for the duration of the study (a period of approximately 18 months). We will continue to make periodic reports on the study to the Transportation Authority CAC.

The purpose of this memorandum is to seek a recommendation to appoint one member for the remaining San Francisco seat on the GHCAC, representing the Crocker-Amazon, Excelsior, and Outer Mission neighborhoods.

## DISCUSSION

**Structure:** The approved GHCAC structure, which was approved by the Transportation Authority Board, includes 13 seats, five appointed by the City/County Association of Governments of San Mateo County (C/CAG) and eight by the Transportation Authority. The intent is that the individuals serving on the GHCAC will reflect a balance of specific interests, including residents, businesses, transportation system users, and advocates. The GHCAC structure is shown in Table 1 below.

**Table 1. Structure for Geneva-Harney BRT Community Advisory Committee<sup>1</sup>**

REPRESENTATION	SEATS ON GHCAC	APPOINTING BODY
Neighborhood Seats (geographic)		
Bayview, Hunters Point	1	Transportation Authority*
Executive Park, Little Hollywood, Sunnysdale, Visitacion Valley	2	Transportation Authority*
Crocker Amazon, Excelsior, Outer Mission	2	Transportation Authority*
Oceanview, Merced, Ingleside (OMI)	1	Transportation Authority*
Daly City	2	C/CAG
Brisbane	2	C/CAG
At-Large Seats (travel modes/interests)		
Transit Riders, Pedestrians, Cyclists, Motorists, Youth, Seniors, Businesses, the Disabled, the Environment	2	Transportation Authority*
Transit Riders, Pedestrians, Cyclists, Motorists, Youth, Seniors, Businesses, the Disabled, the Environment	1	C/CAG

\*Transportation Authority Board-appointed members will each serve a two-year term.

The C/CAG Board appointed all five members in November, two representing Daly City, two representing Brisbane, and one representing San Mateo County At-Large. The Transportation Authority Board previously made appointments filling all eight of its seats. In July, one of the representatives of the two Crocker-Amazon, Excelsior, and Outer Mission neighborhoods submitted his resignation due to personal and professional time commitments, creating one additional vacant seat.

**Recruitment:** The second round of recruitment for the Crocker-Amazon, Excelsior, Outer Mission seat began in late July. During the month of August, we made special outreach efforts to obtain a diverse pool of candidates seeking appointment to the GHCAC, receiving two additional applications.

<sup>1</sup> The revised structure was approved by the Transportation Authority Board October, and the C/CAG Board in November. It includes two new at-large seats, one to be appointed by the Transportation Authority and one by C/CAG.

The initial call for applications broadly targeted San Francisco neighborhoods along the entire corridor and also targeted specific organizations and individuals with relevant interests in the Study area and in the issues encompassed by the study scope via multilingual media: directly mailing to over 7,600 addresses; advertisements posted in Muni stations, shelters, trains, and buses serving the corridor; public service announcements on SFGovTV and various social media outlets such as Facebook and Twitter; and circulated notices to email lists for various relevant studies and projects in the area.

For subsequent calls to target the Crocker-Amazon, Excelsior, and Outer Mission neighborhoods, we reissued postings on the Study website, to social media, and to relevant Study email lists, contacted community organizations and stakeholders in the Study area, and requested that Board members and partner agencies announce recruitment to their residents and constituents.

Prospective applicants were asked to go to the project website or call the project phone number to acquire an application form and/or seek any additional information.

**Applicant Pool:** Attachment 1 provides summary information about all GHCAC members and the two Crocker-Amazon, Excelsior, and Outer Mission applicants. The matrix contains information about each applicant's neighborhood of residence, neighborhood of employment, affiliation, and other information provided by the applicants. Attachment 2 contains their applications. Applicants were contacted to let them know about the presentation of this item at the October 7 Plans and Programs Committee meeting, as well as the opportunity to speak on behalf of their candidacy at the meeting. Applicants were informed that appearance before the Committee is strongly encouraged, but not required, for appointment. Staff provides information on applicants, but does not make recommendations on these appointments.

**We are seeking a recommendation to appoint one member to the GHCAC.**

## **ALTERNATIVES**

1. Recommend appointment of one member to the GHCAC.
2. Defer action, pending additional information or further staff analysis.

## **CAC POSITION**

None. The CAC does not make recommendations on appointments to other CACs.

## **FINANCIAL IMPACTS**

None.

## **RECOMMENDATION**

Recommend appointment of one member to the GHCAC.

Attachment:

1. Geneva-Harney BRT Community Advisory Committee Applicant Matrix, October 2014

Attachment:

~~Enclosure:~~

1. Applications



**Attachment 1. Geneva-Harney BRT Community Advisory Committee Applicant Matrix, October 2014**

APPLICANTS to the Geneva-Harney BRT Community Advisory Committee																
Name	Corridor Relationship / Interest Group									Affiliation(s)		Residence:		Work:		Self-Identified Group(s)
	Resident	Business	Employee	Transit	Environment	Disabled	Senior	Pedestrian	Bicycle	District	Neighborhood	District	Neighborhood	Gender		
Bayview, Hunters Point (1 seat)																
Eleanor Batiste			x			x	x			On the Level Concrete	N/A	Pittsburg, CA	10	Bayview	F	African American
Executive Park, Little Hollywood, Sunnydale, Visitacion Valley (2 seats)																
Jignesh Desai	X				x				x	SFBC	10	Candlestick Cove (Executive Park)	6	Van Ness Civic Center	M	
Russel Morine	X									Vis Valley Connections, Vis Valley History Project, Executive Park CAC	10	Visitacion Valley / Little Hollywood			M	African American
Crocker Amazon, Excelsior, Outer Mission (2 seats)																
Matthew S. Householder	X			x					x	Crocker Amazon Playground Advisory Committee	11	Excelsior			M	
Aaron Goodman	X			x	x	x			x		11	Excelsior			M	White
Ken Reuther	X			x			x				11	Crocker-Amazon			M	
Oceanview, Merced, Ingleside (1 vacant seat)																
Leah LaCroix	X				x					San Francisco Youth Commission, Urban Habitat	11	Ingleside			F	African American

Name	Corridor Relationship / Interest Group									Affiliation(s)	Residence:		Work:		Self-Identified Group(s)	
	Resident	Business	Employee	Transit	Environ-ment	Disabled	Senior	Ped-estrian	Bicycle		District	Neighborhood	District	Neighborhood		Gender
San Francisco County At-Large (2 seats) – appointed by Board in October 2013																
Fran Martin	X										10	Visitation Valley	10	Visitation Valley	F	
Erick Orantes	X			x							10	Little Hollywood	6	Civic Center	M	Spanish speaking, Latino
Daly City (2 seats)																
(appointed by C/CAG)																
(appointed by C/CAG)																
Brisbane (2 seats)																
(appointed by C/CAG)																
(appointed by C/CAG)																
San Mateo County At-Large (1 seat)																
(appointed by C/CAG)																

**Geneva-Harney Bus Rapid Transit  
Community Advisory Committee  
APPLICANTS**

<b>No.</b>	<b>Name</b>	<b>District</b>	<b>Neighborhood</b>	<b>Affiliation/Interest</b>	<b>Page</b>
1	Aaron Goodman	11	Excelsior	Resident/Transit/Pedestrian	1
2	Ken Reuther	11	Crocker Amazon	Resident/Transit/Senior	5



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San Francisco County Transportation Authority

# **Geneva-Harney Bus Rapid Transit (BRT) Feasibility Study Community Advisory Committee (GHCAC)**

1455 Market Street, 22nd Floor  
San Francisco, California 94103  
415.522.4800 fax 415.522.4829  
Info@sfcta.org www.sfcta.org



## **Application for Membership**

**Applications are due at the Authority's offices by 5 PM on Wednesday, August 27, 2014.**  
Options for submitting this application are provided at the end of the form.

COMPLETE FORM, PRINT, SIGN, AND FAX, EMAIL OR MAIL. PLEASE TYPE OR PRINT LEGIBLY.

IF USING ADOBE ADOBE TO COMPLETE THE FORM, SAVE TO A NEW FILE NAME BEFORE BEGINNING.  
IF USING ADOBE READER, YOU CAN ONLY PRINT, NOT SAVE.

### **CONTACT INFORMATION AND PLACE OF RESIDENCE**

NAME: AARON B. GOODMAN  
HOME ADDRESS: [REDACTED]  
CITY/STATE/ZIP: SF CA 94112  
HOME SUPERVISORIAL DISTRICT: 11 NEIGHBORHOOD OF RESIDENCE: EXETER  
HOME PHONE: 415 [REDACTED] EMAIL ADDRESS: amgodman@yahoo.com

### **PLACE OF WORK (IF APPLICABLE)**

WORK/BUSINESS ADDRESS: [REDACTED]  
CITY/STATE/ZIP: \_\_\_\_\_  
WORK SUPERVISORIAL DISTRICT: \_\_\_\_\_ NEIGHBORHOOD OF WORKPLACE: \_\_\_\_\_  
WORK PHONE (IF APPLICABLE): \_\_\_\_\_

If you work along the Geneva-Harney Corridor, are you:

(PLEASE CHECK ONE)

☐ BUSINESS OWNER ☐ MANAGER ☐ EMPLOYEE

### **QUALIFICATIONS AND INTEREST**

Can you commit to attending regular meetings (about once every two or three months)? YES

Relationship to the Geneva-Harney Corridor (e.g., transit rider, cycling advocate, pedestrian advocate, environmental advocate, business owner, student, resident, etc.):

TRANSIT RIDER, PEDESTRIAN ADVOCATE, ENVIRONMENTAL ADVOCATE

### **OPTIONAL INFORMATION**

Gender: M

Are you a member of an underrepresented community (for example, seniors, disability community, language or ethnic group)? If so, please specify which group:

[REDACTED]

(please continue on to the next page)

**Geneva-Harney Bus Rapid Transit (BRT) Feasibility Study Community Advisory Committee (GHCAC)**  
**Application for Membership, continued**

**SUMMARY STATEMENT**

Please provide a short summary statement of your qualifications for membership.  
 You may attach a resume. Please limit your attachment to no more than three pages.

- ARCHITECT, URBAN PLANNER, CONCEPT DESIGNER
- I HAVE WORKED ON RAIL FACILITIES BNSF AND TRANSIT INTERMODAL STATIONS
- SUBMITTED ALTERNATIVES + CONCEPTS ON 19TH AVE TRANSIT STOP
- SEE ATTACHED RESUME - (BOARD MEMBER @ SAN FRANCISCO TOWN
- ADVOCATE FOR NEIGHBORHOOD COMMUNITY ISSUES AND CONNECTIVITY BETWEEN DISTRICTS VIA RAIL

**GOALS AND OBJECTIVES**

Please provide a short statement about your objectives and goals if you are accepted for membership on the Geneva-Harney Bus Rapid Transit Feasibility Study CAC (GHCAC).

- INTERESTED IN ADDRESSING CONNECTIVITY + LINKAGES IN EXISTING TRANSIT ROUTES FOR OPTIMIZED TRANSIT RIDER EXPERIENCE. TO INCENTIVIZE TRANSIT OVER CAR USE AND ENSURE COMMUNITY HOUSING, OPEN SPACE, AND NEEDS OF DISTRICT ARE ADDRESSED.

**COMPLETED APPLICATIONS SHOULD BE SUBMITTED TO THE AUTHORITY AT THE FOLLOWING ADDRESS:**

San Francisco County Transportation Authority  
 Attn.: Geneva-Harney BRT Feasibility Study CAC Recruitment  
 1455 Market Street, 22nd Floor  
 San Francisco, CA 94103

Applications may also be submitted via fax to 415.522.4829 or emailed to [genevabrt@sfcta.org](mailto:genevabrt@sfcta.org).  
 Applications are due September 3, 2013, at 5 PM.

**PRIVACY NOTICE AND SIGNATURE**

Please note that the information you include in this application, and resumes and other material provided in connection with it, will be made available to the public. If you do not want a home address, telephone number, e-mail address, or fax number disclosed, please indicate that fact in the space below the signature line. The information will be redacted from the publicly available copies. Where residence is relevant, a portion of the address (such as street name and zip code) may be disclosed.

SIGNATURE: Allen Brown

DATE: 8/26/14

☒ I DO NOT WISH MY HOME ADDRESS, TELEPHONE NUMBER, EMAIL ADDRESS, OR FAX NUMBER DISCLOSED



**Aaron B. Goodman****San Francisco, California 94112 C: E:****work experience:**

- 2010-present Lowe's Inc. (Sales Specialist)** Assisting Customer's with Home Improvement Projects in multiple departments at a fortune 500 Home Improvement Store. Work in inventory, stocking, supplies, product sales and product selection for customers.
- 2006-2008 STUDIOS Architecture (Job Captain, Construction Administration),** san francisco, ca  
SD-CA Phases of a Major tenant improvement project part of a global project for Barclay's Global Investment Headquarters and Corporate Design for International Strategies, and Barclay's Capital Group, (a 10 story t.i. project @ 400 howard st.) BGI's annex (2 story t.i. test project fit outs and mock-up 405 howard)
- 2005-2006 Smithgroup (Job Captain),** san francisco, ca [cd re-design of project for clean-rooms and office lab facilities] c.i.t.r.i.s. re-design and cd's for davis hall north u.c. berkeley
- 2003-2005 Raymundo Stauber Architects (Job Captain, Construction Administration)** san mateo, ca [craftsman-style re-siding projects on apartments sd-ca work on multiple projects]  
mansion grove apartments – residing of apartment complex – santa clara, ca  
kensington apartments – residing of apartment complex – santa clara, ca  
park central apartments – residing of apartment complex – santa clara, ca  
dorchester residence – design for a craftsman style home - san mateo, ca  
sterling village – apartment complex deck and roof repair – south jordan, utah  
orchard glen – apartment recreation center remodel – santa clara, ca  
brizzolara residence – kitchen / garage remodel – san mateo, ca
- 2002-2003 Hardison Komatsu Ivelich + Tucker Architects (Job Captain)** oakland, ca [site masterplanning, sd-cd's on school, and senior housing projects] site 3 elementary school - oakland unified school district, oakland, ca  
rhaa veterans cemetery - redding, ca  
mission bay senior housing - mercy housing, san francisco, ca
- 2001-2002** 7 month journey overseas (sabbatical) [india, nepal, thailand, laos, vietnam, cambodia, malaysia, singapore]
- 2000-2001 SGPA Architects + Planning (Job Captain)** san francisco, ca [sd-cd's on mutiple retail, masterplanning of housing + tenant improvements] waterford center shops – sitework + retail - dublin, ca  
safeway store - mission bay tenant improvements - san francisco, ca
- 1999-2000 Deems Lewis McKinley Architects (Job Captain, Designer)** san francisco, ca [school masterplanning, design of k-12 school site, + library] homestead h.s. library - fremont  
union h.s. district, sunnyvale, ca  
dublin m-1 school site schematic design - dublin, ca

**1997-1999 Jacobs Engineers (Job Captain, Construction Administration)** walnut creek, ca [sd-ca on multiple government, maintenance facilities, food processing, + air national guard, army corps of engineer's projects] national ignition facility – dept. of energy project - livermore, ca omnitrans - bus maintenance facility - san bernardino, ca a.n.g. - tank wash facility, army corps. of engineers, ft. irwin, ca nellis a.f.b. - f-22 hangar + maintenance facility, nellis air force base, nv a.v.c.r.a.d. - helicopter hangar + maintenance facility, fresno, ca b.n.s.f. - locomotive maintenance facility - haslet, tx

**1996-1997 Becker Gewers Kuhn + Kuhn Architekten BDA (Intern Designer, Competition Concepts)** berlin, germany [head designer for competition], old market dresden bank skyscraper design, berlin

#### internships:

**1994 Alfred Jacoby, Architekt bda (Summer Internship Designer)** frankfurt, germany [sd-cd for housing, detailing, + synagogue concepts housing designs in frankfurt, leipzig + kelkheim synagogue designs in aachen, heidelberg, kassel]

**1992-1993 George Famous Designs Architects (Summer Intern)** hayward, ca  
home + office designs / drafting / models / round office furniture sales

#### education:

**1995-1996 Columbia University (Master of Science in Advanced Architectural Design)**  
new york city, ny (1 year specialty program)

**1990-1995 university of oregon B.Architecture**  
eugene, or (5 year program)

**note:** *references, salary, and samples of work available upon request.*



**[Exterior and Interior views of the Barclay's Global Investment HQ and Annex Projects (STUDIOS Architects from 2006-2008) Test fits, and Construction Administration in addition to working in NYC and Washington D.C. on additional projects for STUDIOS. Additional Projects available at Interview Stage with contacts and Salary Info.]**





**Geneva-Harney Bus Rapid Transit (BRT)  
Feasibility Study Community Advisory Committee (GHCAC)**

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IF USING ADOBE ADOBE TO COMPLETE THE FORM, SAVE TO A NEW FILE NAME BEFORE BEGINNING  
IF USING ADOBE ADOBE READER, YOU CAN ONLY PRINT, NOT SAVE

RECEIVED AUG 29 2014

### CONTACT INFORMATION AND PLACE OF RESIDENCE

NAME: KEN REUTHER  
HOME ADDRESS: [REDACTED]  
CITY/STATE/ZIP: SAN FRANCISCO CA. 94112  
HOME SUPERVISORIAL DISTRICT: 11th NEIGHBORHOOD OF RESIDENCE: CROCKER AMAZON (SOUTHERN HILLS)  
HOME PHONE: 415- [REDACTED] EMAIL ADDRESS: [REDACTED]

### PLACE OF WORK (IF APPLICABLE)

WORK/ BUSINESS ADDRESS: \_\_\_\_\_  
CITY/STATE/ZIP: \_\_\_\_\_  
WORK SUPERVISORIAL DISTRICT: \_\_\_\_\_ NEIGHBORHOOD OF WORKPLACE: \_\_\_\_\_  
WORK PHONE (IF APPLICABLE): \_\_\_\_\_

If you work along the Geneva-Harney Corridor, are you:

(PLEASE CHECK ONE)

☐ BUSINESS OWNER ☐ MANAGER ☐ EMPLOYEE

### QUALIFICATIONS AND INTEREST

Can you commit to attending regular meetings (about once every two or three months)? YES (AFTER 6:30 pm)

Relationship to the Geneva-Harney Corridor (e.g., transit rider, cycling advocate, pedestrian advocate, environmental advocate, business owner, student, resident, etc.):

RESIDENT SINCE 1978, TRANSIT RIDER, DRIVER

### OPTIONAL INFORMATION

Gender: MALE

Are you a member of an underrepresented community (for example, seniors, disability community, language or ethnic group)? If so, please specify which group:

SENIOR

(please continue on to the next page)

## SUMMARY STATEMENT

Please provide a short summary statement of your qualifications for membership.  
You may attach a resume. Please limit your attachment to no more than three pages.

RESIDENT OF CROCKER AMAZON FOR 35 YEARS - MARRIED WITH TWO SONS  
I DRIVE ON GENEVA AVE., BAYSHORE BLVD, & THIRD ST. NEARLY EVERY DAY  
I RIDE MUNI ON GENEVA AVE. OFTEN & THIRD ST. OCCASIONALLY  
I USE THE B.A.R.T. BALBOA STATION OFTEN  
I AM A SAN FRANCISCO TOUR GUIDE AND DRIVE TOUR BUSES  
I AM A SAN FRANCISCO HISTORIAN AND GIVE S.F. HISTORY LECTURES  
I HAVE A BBA DEGREE IN MARKETING FROM THE UNIVERSITY OF NOTRE DAME.  
I SHOP IN STORES ON GENEVA AVE.  
I RIDE A BIKE OFTEN IN MY NEIGHBORHOOD

## GOALS AND OBJECTIVES

I LOVE SAN FRANCISCO!

Please provide a short statement about your objectives and goals if you are accepted for membership on the Geneva-Harney Bus Rapid Transit Feasibility Study CAC (GHCAC).

MY OBJECTIVES AND GOALS WOULD BE TO IMPROVE TRANSIT IN  
SOUTHEASTERN SAN FRANCISCO FOR ITS RESIDENTS, BUSINESSES  
AND VISITORS. THAT WOULD INCLUDE ITS PEDESTRIANS, DRIVERS,  
TRANSIT RIDERS, BIKERS AND BUSINESSES.

COMPLETED APPLICATIONS SHOULD BE SUBMITTED TO THE AUTHORITY AT THE FOLLOWING ADDRESS:

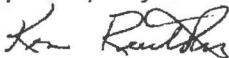
San Francisco County Transportation Authority  
Attn.: Geneva-Harney BRT Feasibility Study CAC Recruitment  
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San Francisco, CA 94103

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SIGNATURE



DATE

8/27/14