

FY of Allocation Action:

Project Name:

Implementing Agency:

**EXPENDITURE PLAN INFORMATION**

Prop K Category:	<input type="text" value="A. Transit"/>	Gray cells will automatically be filled in.
Prop K Subcategory:	<input type="text" value="iii. System Maintenance and Renovation (transit)"/>	
Prop K EP Project/Program:	<input type="text" value="a.1 Vehicles-Transit vehicle replacement and renovation"/>	
Prop K EP Line Number (Primary):	<input type="text" value="17"/>	Current Prop K Request: \$ <input type="text" value="131,153,142"/>
Prop K Other EP Line Numbers:	<input type="text" value="15"/>	

Prop AA Category:

Current Prop AA Request: \$

Supervisorial District(s):

**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
<b>Total Cars Delivered (annual)</b>	0	0	0	2	14	25	23	0	8	25	25	27	27	26	24	24	10	<b>260</b>
<b>Cumulative Cars Delivered</b>	0	0	0	2	16	41	64	64	72	97	122	149	176	202	226	250	260	

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

FY 2014/15

Project Name: Light Rail Vehicle Procurement

Implementing Agency: San Francisco Municipal Transportation Agency

**ENVIRONMENTAL CLEARANCE**

Type : FSEIS-SEIR  
 Completion Date (mm/dd/yy): 11/26/08  
 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.

**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.

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)				
Prepare Bid Documents	3	2012/13		
Advertise Construction	1	2013/14		
Start Construction (e.g, Award Contract)			1	2014/15
Procurement (e.g. rolling stock)	1	2014/15	2	2028/29
Project Completion (i.e., Open for Use)			2	2028/29
Project Closeout (i.e., final expenses incurred)			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.

[Empty text box for schedule coordination notes]

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

**E6B-5**

FY 2014/15

**Project Name:** Light Rail Vehicle Procurement

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

**COST SUMMARY BY PHASE - CURRENT REQUEST**

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.

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

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

**COST SUMMARY BY PHASE - ENTIRE PROJECT**

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

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

**% Complete of Design:** 100 as of 9/30/2014

**Expected Useful Life:** 25 Years

## MAJOR LINE ITEM BUDGET

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

See following tables for:

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

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

**Light Rail Vehicle Procurement - Contract Summary**

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

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

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

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

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

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



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

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

**TOTAL \$ 850,351,256**

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

FY 2014/15

**Project Name:** Light Rail Vehicle Procurement

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

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

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

Strategic Plan Amount for Requested FY: See below

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

Prop AA Funds Requested: \$0

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

Strategic Plan Amount for Requested FY:

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

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

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

**FUNDING PLAN - BASE CONTRACT**

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

Actual Prop K Leveraging - This Phase:	83%	
Expected Prop K Leveraging per EP 15	80%	\$ 933,920,259
Expected Prop K Leveraging per EP 17	84%	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

Fund Source	\$ Amount	Required Local Match	
		%	\$
Transit Capital Priorities	\$617,160,133	18.00%	\$135,474,175.54

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

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

Includes procurement of 85 expansion vehicles.

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

Actual Prop K Leveraging - All Phases:	89%	\$ 1,424,473,225
Expected Prop K Leveraging per EP 15	80%	Total from Cost worksheet
Expected Prop K Leveraging per EP 17	84%	

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

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

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

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

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

**AUTHORITY RECOMMENDATION**

This section is to be completed by Authority Staff.

Last Updated:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

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

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:  Resolution No.  Res. Date:

Project Name:

Implementing Agency:

**SUB-PROJECT DETAIL**

Sub-Project # from SGA:  Name:   
Supervisorial District(s):

**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:   
Supervisorial District(s):

**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**

**E6B-15**

**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

Name (typed): Trinh Nguyen

Title: Senior Program Manager

Phone: 701-4602

Fax: \_\_\_\_\_

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

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

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

#### Grants Section Contact

Joel Goldberg

Manager, CPM

701.4499

\_\_\_\_\_

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

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

\_\_\_\_\_

\_\_\_\_\_



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

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

# E6B-18

## 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	
<b>Extension of Trolleybus Lines/Motor Coach Conversion (EP 10)</b>									
SFMTA	22 Fillmore Overhead Line Extension (16th Street Multimodal Corridor Project)	CON	Programmed				\$4,069,063		\$4,069,063
<b>Programmed in 5YPP</b>				\$0	\$0	\$0	\$4,069,063	\$0	\$4,069,063
<b>Total Programmed in 2014 Strategic Plan</b>				\$0	\$0	\$0	\$4,069,063	\$0	\$4,069,063
<b>Cumulative Remaining Programming Capacity</b>				\$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	\$740,880
<b>Total Programmed in 2014 Strategic Plan</b>				\$0	\$205,611	\$0	\$535,269	\$0	\$740,880
<b>Cumulative Remaining Programming Capacity</b>				\$0	\$0	\$0	\$0	\$0	\$0

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

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
<b>Balboa Park BART/MUNI Station Access (EP 13)</b>									
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
<b>Programmed in 5YPP</b>				\$3,192,087	\$0	\$750,000	\$0	\$0	\$3,942,087
<b>Total Programmed in 2014 Strategic Plan</b>				\$3,192,087	\$0	\$750,000	\$0	\$0	\$3,942,087
<b>Cumulative Remaining Programming Capacity</b>				\$0	\$0	\$0	\$0	\$0	\$0

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

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

# E6B-20

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

## Other Transit Enhancements (EP 16)

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

## ROLL-UP of EPs 10-16

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

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

### FOOTNOTES:

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

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

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

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

Transit Enhancements - (EPs 10-16)

Cash Flow (\$) Maximum Annual Reimbursement

Pending Transportation Authority Board Amendment (Anticipated 10.21.14)

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

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

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

# E6B-22

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

<b>Relocation of Paul Street Caltrain Station to Oakdale</b>								
Quint-Jerrold Connector Road 1	PS&E	\$376,000						\$376,000
Quint-Jerrold Connector Road Workforce and Contractor Outreach 1	PLAN/ CER	\$89,000						\$89,000
Quint-Jerrold Connector Road	R/W	\$2,240,000						\$2,240,000
Quint-Jerrold 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 [NTIP]	CON		\$248,000	\$248,000				\$496,000
Geary Bus Rapid Transit	CON				\$688,500	\$1,377,000	\$688,500	\$2,754,000
19th Avenue/M-Ocean View	PA&ED			\$1,500,000	\$1,500,000			\$3,000,000
NTIP Placeholder	Any		\$340,000	\$330,000	\$330,000			\$1,000,000
<b>Cash Flow Programmed in 5YPP</b>		\$0	\$588,000	\$2,078,000	\$2,518,500	\$1,377,000	\$688,500	\$7,250,000
<b>Cash Flow Programmed in 2014 Strategic Plan</b>		\$0	\$588,000	\$2,078,000	\$2,518,500	\$1,377,000	\$688,500	\$7,250,000
<b>Cumulative Remaining Cash Flow Capacity</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0

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

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

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

### Vehicles - Muni (EP 17M)

#### Programming and Allocations to Date

Pending Transportation Authority Board Amendment (Anticipated 10.21.14)

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Historic Vehicle Rehabilitation/Replacement (16 PCC)	PROC	Planned			\$4,785,063			\$4,785,063
SFMTA	Historic Vehicle Rehabilitation/Replacement (Milan and Vintage)	PROC	Planned			\$3,304,749			\$3,304,749
SFMTA	Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses	PROC	Planned		\$45,465,166				\$45,465,166
SFMTA	Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Motor Coaches (2015/16)	PROC	Planned		\$37,493,415				\$37,493,415
SFMTA	Replace 30 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches (2018/19)	PROC	Planned					\$26,433,627	\$26,433,627
SFMTA	Motor Coach Replacement Warranty: 30' Motor Coaches (30), 40' Motor Coaches (211), 60' Motor Coaches (124)	Warranty	Planned		\$150,000				\$150,000
SFMTA	Replace 60 New Flyer 60' Trolley Coaches (2014/15)	PROC	Planned	\$21,000,000					\$21,000,000
SFMTA	Replace 100 ETI 40' Trolley Coaches (2015/16)	PROC	Planned		\$53,611,069				\$53,611,069
SFMTA	Replace 33 ETI 60' Trolley Coaches	PROC	Planned			\$16,111,653			\$16,111,653
SFMTA	Replace 75 ETI 40' Trolley Coaches	PROC	Planned			\$40,208,302			\$40,208,302
SFMTA	Replace 65 ETI 40' Trolley Coaches with 12 60' Trolley Coaches	PROC	Planned				\$5,858,783		\$5,858,783
SFMTA	Trolley Coach Replacement Warranty: 40' Trolley Coaches (175); 60' Trolley Coaches (105)	Warranty	Planned			\$150,000			\$150,000
SFMTA	Paratransit Van Replacement: Class B Vehicle (35)	PROC	Planned					\$931,019	\$931,019
SFMTA	LRV Procurement*	PROC	Pending	\$60,116,310					\$60,116,310
<b>Programmed in 5YPP</b>				\$81,116,310	\$136,719,650	\$64,559,767	\$5,858,783	\$27,364,646	\$315,619,156
<b>Total Allocated and Pending in 5YPP</b>				\$60,116,310	\$0	\$0	\$0	\$0	\$60,116,310
<b>Total Deobligated in 5YPP</b>				\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Unallocated in 5YPP</b>				\$21,000,000	\$136,719,650	\$64,559,767	\$5,858,783	\$27,364,646	\$255,502,846
<b>Total Programmed in 2014 Strategic Plan</b>				\$77,536,310	\$136,719,650	\$64,559,767	\$5,858,783	\$27,364,646	\$312,039,156
<b>Deobligated from Prior 5YPP Cycles **</b>				\$3,580,000					\$3,580,000
<b>Cumulative Remaining Programming Capacity</b>				\$0	\$0	\$0	\$0	\$0	\$0

\*\*Pending

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**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			\$150,000
Paratransit Van Replacement: Class B Vehicle (35)	PROC					\$931,019										\$931,019
LRV Procurement*	PROC						\$382,369	\$2,965,510	\$8,388,642	\$9,784,631	\$10,075,544	\$10,128,849	\$9,690,546	\$6,778,430	\$1,921,789	\$60,116,310
<b>Cash Flow Programmed in 5YPP</b>		\$2,100,000	\$71,652,615	\$88,494,768	\$59,653,247	\$20,190,403	\$13,629,183	\$2,995,510	\$8,418,642	\$9,814,631	\$10,105,544	\$10,158,849	\$9,705,546	\$6,778,430	\$1,921,789	\$315,619,156
<b>Total Cash Flow Allocated</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Cash Flow Deobligated</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Cash Flow Unallocated</b>		\$2,100,000	\$71,652,615	\$88,494,768	\$59,653,247	\$20,190,403	\$13,629,183	\$2,995,510	\$8,418,642	\$9,814,631	\$10,105,544	\$10,158,849	\$9,705,546	\$6,778,430	\$1,921,789	\$315,619,156
<b>Total Cash Flow in 2014 Strategic Plan</b>		\$1,749,565	\$71,702,283	\$88,548,170	\$59,706,650	\$20,243,807	\$21,537,989	\$11,470,282	\$18,318,577	\$11,963,855	\$12,318,506	\$12,348,075	\$11,813,740	\$8,263,581	\$2,342,853	\$352,327,933
<b>Deobligated from Prior 5YPP Cycles **</b>		\$3,580,000														\$3,580,000
<b>Cumulative Remaining Cash Flow Capacity</b>		\$3,229,565	\$3,279,233	\$3,332,635	\$3,386,039	\$3,439,443	\$11,348,249	\$19,823,021	\$29,722,956	\$31,872,180	\$34,085,142	\$36,274,368	\$38,382,562	\$39,867,713	\$40,288,777	\$40,288,777

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