



2019 PROPOSITION K
5-YEAR PRIORITIZATION PROGRAM

GUIDEWAYS - Muni

Approved: November 27, 2018

Prepared for the San Francisco County Transportation Authority

By San Francisco Municipal Transportation Agency



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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Eligibility

Eligibility as identified in the voter approved Prop K Expenditure Plan is as follows:

“Programmatic improvements for rehabilitation, upgrade and/or replacement of rail, overhead trolley wires, signals, and automatic train control systems. The intent is to implement TPS standard whenever rehabilitation, upgrade or replacement projects of light rail lines are undertaken. Seismic retrofit and improvements to emergency lighting and ventilation. (PRIORITY 1). The first \$306.7M is Priority 1 and the remainder is Priority 2. Total Funding: \$1,563.2M; Prop K: \$348.3M. Includes project development and capital costs. Sponsoring Agencies: MUNI, BART, PCJPB. The following minimum amounts will be available for MUNI (\$278.6M), BART (\$7.M), and PCJPB (\$27.9M).”

BART stands for the Bay Area Rapid Transit District, MUNI stands for San Francisco Municipal Railway, PCJPB stands for Peninsula Corridor Joint Powers Board (Caltrain).

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 the 2014 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. For the 2019 5YPP update, we have not made any changes to the Prioritization Criteria and Scoring Table for this category.

Table 3 shows the new Prioritization Criteria and Scoring Table. Each project can receive a maximum of 20 points, with 10 points allocated program-wide criteria and 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.

Guideways projects funded with Prop K are located citywide, but more relevantly, improvements made to Muni guideways infrastructure are typically driven by safety and the need to maintain the system in a state of good repair, which benefits performance of the entire Muni system.

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 guideways category, the Prop K Expenditure Plan assumes that for every \$1 of every dollar of sales tax revenue spent, it would be leveraged by about \$3 in non-Prop K funds. The table below compares Prop K Expenditure Plan assumptions with proposed leveraging in the 2019 5-year project lists.

Table 1. Prop K Leveraging¹

Category	Expected Leveraging (Non-Prop K Funds)	Proposed Leveraging (Non-Prop K Funds)
Guideways - Muni	78%	22%

¹ This table compares the expected leveraging assumed in the Expenditure Plan with the proposed leveraging assumed in the 5-Year Project List.

Most of the proposed Prop K programming in the 2019 Guideways-Muni 5YPP is for placeholders for projects yet to be determined. Since funding plans for these projects are also to be determined, the Prop K funds in the proposed 5YPP are expected to leverage substantially more than the 22% shown in Table 1. To date, funds programmed and allocated in the 2014 5YPP have leveraged funds accounting for 90% of total project costs.

Performance Measures

Prop K requires the establishment of performance measures for each programmatic category in the Expenditure Plan. The intent is to demonstrate the system performance benefits of sales tax projects (e.g. reduced transit travel time), to ensure funds are being used cost effectively, and to inform allocation of Prop K funds and programming and prioritization of other funds by the Transportation Authority (e.g. Transportation Fund for Clean Air, Prop AA Vehicle Registration Fee funds).

The performance measure that will be applied to implemented Guideways projects is whether Prop K funded guideway systems are maintained in a state of good repair and replaced within lifecycle standards.

**Table 2. Project Delivery Snapshot
Guideways - MUNI**

5-Year Prioritization Program (5YPP) Period *	Programmed (Available for Allocation)	Allocated (as of July 2018)	% Allocated
2005 5YPP (FY 2004/05-2008/09)	\$ 107,543,345	\$ 18,359,337	17%
2009 5YPP (FY 2009/10-2013/14)	\$ 120,663,805	\$ 87,784,514	73%
2014 5YPP (FYs 2014/15 - 2018/19) as of 7/24/2018	\$ 49,188,979	\$ 39,143,475	80%
Total		\$ 145,287,326	

*Unallocated funds are carried forward for programming in the following 5YPP period.

Table below shows percent complete as reported by project sponsors in July 2018.

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 July 2018)	% Complete
SFMTA	2005/06	Overhead Rehab 1998-2009	Design	\$ 164,343	100%
SFMTA	2011/12	Mission-Geneva Transit and Pedestrian Improvements (EP 22M Muni Guideways)	Construction	\$ 46,514	100%
SFMTA	2004/05	Cable Car Infrastructure Program	Construction	\$ 85,950	100%
SFMTA	2004/05	Rail Replacement Program	Design	\$ 1,791,943	100%
SFMTA	2004/05	Overhead Rehabilitation Program	Construction	\$ 2,994,153	100%
SFMTA	2004/05	2005 5YPP Development	Planning	\$ 5,155	100%
SFMTA	2005/06	Capital Planning and Grants	Planning	\$ 380,000	100%
SFMTA	2005/06	Overhead Rehab 98-09 - Traction Power Feeders	Design	\$ 169,000	100%
SFMTA	2005/06	Overhead Rehab 98-09 - Traction Power Substations	Design	\$ 99,000	100%
SFMTA	2005/06	Overhead Rehab 98-09 - 5 Fulton/21 Hayes	Planning	\$ 123,680	100%
SFMTA	2005/06	Overhead Rehab 98-09 - Presidio	Construction	\$ 320,000	100%
SFMTA	2006/07	Capital Planning and Grants	Planning	\$ 335,253	100%
SFMTA	2006/07	Overhead Rehab: 1998-2009 - 33 Stanyan, 22 Fillmore	Construction	\$ 1,316,327	100%
SFMTA	2006/07	Overhead Rehab 1998-2009: Traction Power Feeders	Construction	\$ 1,282,186	100%
SFMTA	2007/08	MTA Capital Planning Grants Staffing	Planning	\$ 305,877	100%
SFMTA	2007/08	Overhead Rehab 1998-2009: Traction Power Substations	Construction	\$ 1,850,000	100%
SFMTA	2007/08	Church and Duboce Track Work Replacement	Design	\$ 270,000	100%
SFMTA	2007/08	Radio Communications System and CAD Replacement	Planning	\$ 2,582,477	100%

**Table 2. Project Delivery Snapshot
Guideways - MUNI**

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated (as of July 2018)	% Complete
SFMTA	2007/08	Advanced Train Control System - Final Cutover	Planning	\$ 100,000	100%
SFMTA	2008/09	Capital Planning & Grants	Planning	\$ 420,000	100%
SFMTA	2008/09	Central Control UPS Replacement	Planning	\$ 95,414	100%
SFMTA	2008/09	Central Control HVAC Computer Room Upgrade	Planning	\$ 69,918	100%
SFMTA	2008/09	Advanced Train Control System Network Upgrades to Windows	Planning	\$ 100,000	100%
SFMTA	2008/09	Miscellaneous Rail Replacement	Construction	\$ 2,105,122	100%
SFMTA	2008/09	Church and Duboce Track Improvement - Additional Funds	Design	\$ 106,428	100%
SFMTA	2008/09	Cable Car Propulsion Controller Upgrade	Construction	\$ 1,033,380	100%
SFMTA	2008/09	Overhead Rehabilitation - Traction Power Substations - Additional Funding	Construction	\$ 253,733	100%
SFMTA	2009/10	Capital Grants Staffing	Planning	\$ 269,990	100%
SFMTA	2009/10	Green Light Rail Center Track Replacement	Design	\$ 627,096	100%
SFMTA	2009/10	St. Francis Circle Rail Replacement	Construction	\$ 1,278,143	100%
SFMTA	2009/10	MUNI Metro Public Address & Public Display Sign Systems	Planning	\$ 193,091	100%
SFMTA	2009/10	MUNI Metro Public Address & Public Display Sign Systems	Design	\$ 400,000	100%
SFMTA	2009/10	California Street Cable Car Infrastructure Improvements	Construction	\$ 975,286	100%
SFMTA	2009/10	Church and Duboce Track Improvement	Construction	\$ 3,776,159	100%
SFMTA	2009/10	5-Fulton Duct Bank - Phase 1	Construction	\$ 1,297,165	100%
SFMTA	2009/10	C3 - Interim Facility - Design Engineering	Design	\$ 1,893,233	100%
SFMTA	2010/11	Bernal Substation Upgrade	Design	\$ 84,340	100%
SFMTA	2011/12	Green Light Rail Center Track Replacement	Construction	\$ 6,656,000	100%
SFMTA	2011/12	Bernal Substation Upgrade	Construction	\$ 822,817	100%
SFMTA	2013/14	Market and Haight Street Transit and Pedestrian Improvements	Construction	\$ 338,000	100%

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

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated (as of July 2018)	% Complete
SFMTA	2009/10	Radio Communications System & CAD Replacement	Construction	\$ 55,174,932	80%
SFMTA	2010/11	Advanced Train Control System - Final Cutover	Design	\$ 763,666	60%

**Table 2. Project Delivery Snapshot
Guideways - MUNI**

Sponsor	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated (as of July 2018)	% Complete
SFMTA	2011/12	C3 Program - Integrated Systems Replacement	Construction	\$ 13,188,082	75%
SFMTA	2016/17	Rail Grinding	Construction	\$ 309,196	76%
SFMTA	2016/17	Twin Peaks Tunnel Trackway Improvements	Construction	\$ 4,149,113	42%
SFMTA	2016/17	Van Ness Improvements	Construction	\$ 5,716,000	21%
SFMTA	2016/17	33-Stanyan Phase 2 Overhead Contact System	Construction	\$ 1,365,500	77%
SFMTA	2016/17	Cable Car Propulsion Gearboxes	Construction	\$ 1,280,000	30%
SFMTA	2016/17	Subway Wiring - Van Ness Station	Construction	\$ 634,600	85%
SFMTA	2016/17	19th Avenue M-Line Track Replacement	Construction	\$ 1,278,000	10%
SFMTA	2017/18	Manual Trolley Switch System Replacement Phase I	Design	\$ 602,500	50%
SFMTA	2017/18	Track Replacement and Upgrade	Design	\$ 301,000	15%
SFMTA	2017/18	Track Replacement and Upgrade	Construction	\$ 4,179,000	0%
SFMTA	2017/18	Cable Car Pulley Rebuild	Construction	\$ 280,999	1%
SFMTA	2017/18	Central Subway - RTP Fund Exchange	Construction	\$ 13,752,000	77%
SFMTA	2018/19	Twin Peaks Tunnel Trackway Improvements - Additional Funds	Construction	\$ 5,295,567	42%

Table 3 - Prioritization Criteria and Scoring Table
Guideways - Muni (EP 22M)

	PROP K PROGRAM-WIDE CRITERIA				CATEGORY SPECIFIC CRITERIA			
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Need	Leveraging	Total	
Total Possible Score	4	3	3	4	3	3	20	
L-Taraval Transit Enhancements (Segment B)	4	2	3	4	3	3	19	
Overhead Lines Rehabilitation - Placeholder	These are placeholders. SFMTA will provide prioritization criteria scores as specific projects are identified.							0
Muni Metro Rail Replacement Program - Placeholder								0
Cable Car Infrastructure - Placeholder								0
Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder								0
Quint Street Jerrold Avenue Connector Road								0
No prioritization scores needed for this project; this is part of a fund exchange approved by the Transportation Authority Board.								

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: Project replaces asset at at end of useful life.

Leveraging: Project leverages non-Prop K funds.

**Table 4. 2019 Prop K 5-Year Prioritization Program - Program of Projects
Guideways - Muni Category (EP 22M)
Programming**

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Overhead Lines Rehabilitation - Placeholder	PS&E/ CON	Planned	\$1,032,072					\$1,032,072
SFMTA	Overhead Lines Rehabilitation - Placeholder	PS&E/ CON	Planned		\$2,664,612				\$2,664,612
SFMTA	Overhead Lines Rehabilitation - Placeholder	PS&E/ CON	Planned			\$1,135,472			\$1,135,472
SFMTA	Overhead Lines Rehabilitation - Placeholder	PS&E/ CON	Planned				\$2,324,730		\$2,324,730
SFMTA	Overhead Lines Rehabilitation - Placeholder	PS&E/ CON	Planned					\$3,094,022	\$3,094,022
SFMTA	Muni Metro Rail Replacement Program - Placeholder	PS&E	Planned	\$111,398					\$111,398
SFMTA	Muni Metro Rail Replacement Program - Placeholder	CON	Planned	\$876,309					\$876,309
SFMTA	Muni Metro Rail Replacement Program - Placeholder	CON	Planned		\$1,703,181				\$1,703,181
SFMTA	Muni Metro Rail Replacement Program - Placeholder	CON	Planned			\$2,346,264			\$2,346,264
SFMTA	Muni Metro Rail Replacement Program - Placeholder	CON	Planned				\$2,988,939		\$2,988,939
SFMTA	Muni Metro Rail Replacement Program - Placeholder	CON	Planned					\$3,978,028	\$3,978,028
SFMTA	Cable Car Infrastructure - Placeholder	PS&E/ CON	Planned			\$103,442			\$103,442
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder	PLAN/ CER	Planned	\$555,879					\$555,879
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder	CON	Planned	\$1,061,506					\$1,061,506
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder	CON	Planned		\$1,421,510				\$1,421,510
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder	CON	Planned			\$2,764,575			\$2,764,575
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder	CON	Planned				\$1,328,417		\$1,328,417
SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder	CON	Planned					\$1,768,012	\$1,768,012
TBD	Quint Street Jerrold Avenue Connector Road	PS&E	Programmed	\$1,500,000					\$1,500,000
TBD	Quint Street Jerrold Avenue Connector Road	CON	Programmed	\$664,000					\$664,000
				Funds Requested in 2019 5YPP					
				\$5,801,164	\$5,789,303	\$6,349,753	\$6,642,086	\$8,840,062	\$33,422,368
				Funds Programmed in 2019 Strategic Plan Baseline					
				\$5,559,195	\$5,892,746	\$6,246,311	\$6,642,087	\$8,840,062	\$33,180,401
				Cumulative Remaining Programming Capacity					
				(\$241,969)	(\$138,526)	(\$241,968)	(\$241,966)	(\$241,967)	(\$241,967)

**Table 4. 2019 Prop K 5-Year Prioritization Program - Program of Projects
Guideways - Muni Category (EP 22M)
Cash Flow (Maximum Annual Reimbursement)**

Project Name	Phase	Fiscal Year							Total
		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	
Overhead Lines Rehabilitation - Placeholder	PS&E/ CON	\$344,024	\$344,024	\$344,024					\$1,032,072
Overhead Lines Rehabilitation - Placeholder	PS&E/ CON		\$888,204	\$888,204	\$888,204				\$2,664,612
Overhead Lines Rehabilitation - Placeholder	PS&E/ CON			\$378,491	\$378,491	\$378,490			\$1,135,472
Overhead Lines Rehabilitation - Placeholder	PS&E/ CON				\$774,910	\$774,910	\$774,910		\$2,324,730
Overhead Lines Rehabilitation - Placeholder	PS&E/ CON					\$1,031,341	\$1,031,341	\$1,031,341	\$3,094,022
Muni Metro Rail Replacement Program - Placeholder	PS&E	\$37,133	\$37,133	\$37,132					\$111,398
Muni Metro Rail Replacement Program - Placeholder	CON	\$292,103	\$292,103	\$292,103					\$876,309
Muni Metro Rail Replacement Program - Placeholder	CON		\$567,727	\$567,727	\$567,727				\$1,703,181
Muni Metro Rail Replacement Program - Placeholder	CON			\$782,088	\$782,088	\$782,088			\$2,346,264
Muni Metro Rail Replacement Program - Placeholder	CON				\$996,313	\$996,313	\$996,313		\$2,988,939
Muni Metro Rail Replacement Program - Placeholder	CON					\$1,326,010	\$1,326,009	\$1,326,009	\$3,978,028
Cable Car Infrastructure - Placeholder	PS&E/ CON		\$34,481	\$34,481	\$34,480				\$103,442
Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder	PLAN/ CER	\$185,293	\$185,293	\$185,293					\$555,879
Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder	CON	\$353,836	\$353,835	\$353,835					\$1,061,506
Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder	CON		\$473,837	\$473,837	\$473,836				\$1,421,510
Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder	CON			\$921,525	\$921,525	\$921,525			\$2,764,575
Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder	CON				\$442,806	\$442,806	\$442,805		\$1,328,417
Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder	CON					\$589,338	\$589,337	\$589,337	\$1,768,012
Quint Street Jerrold Avenue Connector Road	PS&E	\$1,500,000							\$1,500,000
Quint Street Jerrold Avenue Connector Road	CON		\$664,000						\$664,000
Cash Flow Requested in 2019 5YPP		\$2,712,389	\$3,840,637	\$5,258,740	\$6,260,380	\$7,242,821	\$5,160,715	\$2,946,687	\$33,422,368
Cash Flow in 2019 Strategic Plan Baseline		\$9,516,591	\$612,325	\$7,569,336	\$6,642,087	\$8,840,062	\$0	\$0	\$33,180,401
Cumulative Remaining Cash Flow Capacity		\$6,804,202	\$3,575,890	\$5,886,486	\$6,268,194	\$7,865,435	\$2,704,720	(\$241,967)	(\$241,967)



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form	
Project Name:	Overhead Lines Rehabilitation - Placeholder
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	22M-Guideways - MUNI
Other EP Line Number/s:	
Fiscal Year of Allocation:	FY 19/20, FY 20/21, FY 21/22, FY 22/23, FY 23/24
Project Information	
Project Location:	TBD
Supervisory District(s):	TBD
Project Manager:	Alexandra Hallowell
Phone Number:	415-646-4112
Email:	alexandra.hallowell@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	This is a Prop K placeholder for ongoing phased replacement and upgrade of the traction power system that provides 615 volt D.C. current for the SFMTA's fleet of trolley coaches, light rail vehicles, and historic streetcars. This includes, but is not limited to, overhead contact wire, guy wire, special work (switches/ curves/ crossings), conformer lights, and the support poles for the overhead system, as well as upgrades of feeders and substation equipment/structures required in conjunction with various overhead upgrades. These projects increase the safety and reliability of Muni service. In addition, this work supports one of the greenest fleets in the nation, helping San Francisco and the State achieve greenhouse gap reduction goals.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Prop K funds are a placeholder for this ongoing program.</p> <p>The work is generally grouped into 3 types of projects:</p> <ol style="list-style-type: none"> 1) The overhead corridor projects consist of the replacement and upgrade of much of the overhead wire system, special work, and poles on a line or lines in close geographical proximity. A typical corridor project will involve selective replacement of about 1-3 miles of overhead wire, replacement and upgrade to current standards of 4-5 special work intersections and replacement of about 150 poles. The elements replaced would have reached or be close to the end of their useful life. One of these projects is constructed approximately every two years. 2) The feeder/substation projects involve a coordinated upgrade of substation equipment (circuit breakers/transformers) and feeder-line capacity in the street at selected locations. A study of the citywide capacity of this system relative to the new schedules generated by the Transit Effectiveness Project is also part of the overhead program. 3) The replacement and upgrade of much of the overhead wire system, poles/supports and associated controls within a facility that dispatches trolley coaches, light rail vehicles, and historic streetcars. <p>Prioritization of individual replacement and upgrade projects is based on a combination of factors including the criticality of the infrastructure/systems to the operations of the transit system, the age/state of good repair of the infrastructure/systems, community complaints/requests, the availability of our staff to deliver, and the availability of funds to deliver the projects.</p> <p>These projects increase the safety and reliability of Muni service. In addition, this work supports one of the greenest fleets in the nation, helping San Francisco and the State achieve greenhouse gap reduction goals.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	This section cannot be completed until specific projects are identified.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	TBD
Type of Environmental Clearance Required:	TBD



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No	
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Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						

Comments/Concerns

Proposed Prop K funds are placeholders. When an allocation request is submitted, the SFMTA will score the project and add project delivery milestones to the above table.



San Francisco County Transportation Authority
 Proposition K Sales Tax Program Project Information Form

Project Name: Overhead Lines Rehabilitation - Placeholder

Project Cost Estimate Phase	Cost	Funding Source	
		Prop K	Other
Planning/Conceptual Engineering	\$ 46,208	\$ 46,208	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ 616,521	\$ 616,521	\$ -
Construction	\$ 9,588,179	\$ 9,588,179	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 10,250,908	\$ 10,250,908	TBD
Percent of Total		100%	

Funding Plan - All Phases		Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)											
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Prop K	22M-Guideways - MUNI	Any phase	Planned	2019/20	\$ 1,032,072	\$ -	\$ 344,024	\$ 344,024	\$ 344,024	\$ -	\$ -	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Any phase	Planned	2020/21	\$ 2,664,612	\$ -	\$ -	\$ 888,204	\$ 888,204	\$ 888,204	\$ -	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Any phase	Planned	2021/22	\$ 1,135,472	\$ -	\$ -	\$ -	\$ 378,491	\$ 378,491	\$ 378,491	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Any phase	Planned	2022/23	\$ 2,324,730	\$ -	\$ -	\$ -	\$ -	\$ 774,910	\$ 774,910	\$ 774,910	\$ -
Prop K	22M-Guideways - MUNI	Any phase	Planned	2023/24	\$ 3,094,022	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,031,341	\$ 1,031,341	\$ 1,031,341
TBD *		Any phase	Planned		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Comments

* SFMTA will provide full costs and funding plans when projects are identified for this placeholder.
 In order to achieve expected Prop K leveraging funds for this category, SFMTA anticipates seeking funds from additional sources such as:
 > FTA formula funds
 > AB664 Bridge Tolls
 > Prop B General Funds
 > FTA State of Good Repair funds



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form	
Project Name:	Muni Metro Rail Replacement Program - Placeholder
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	22M-Guideways - MUNI
Other EP Line Number/s:	
Fiscal Year of Allocation:	FY 19/20, FY 20/21, FY 21/22, FY 22/23, FY 23/24
Project Information	
Project Location:	TBD
Supervisorial District(s):	TBD
Project Manager:	Alexandra Hallowell
Phone Number:	415-646-4112
Email:	alexandra.hallowell@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	This is a placeholder for an on-going program of phased replacement of sections of rail in SFMTA's Light Rail and Cable Car systems. Sections of rail to be replaced are prioritized based on their potential for failure and derailments, the amount of noise and vibration experienced at surrounding structures, and to complement related projects by other city departments. These projects improve the safety, comfort and reliability of Muni service.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Proposed Prop K funds are a placeholder for this ongoing program.</p> <p>The Rail Replacement program allows for a systematic replacement cycle on average of about 35 years for most segments of the rail system. Rail replacement projects improve the safety, comfort and reliability of Muni service. Rail replacement projects are organized in two ways: 1) a corridor wide replacement; or 2) the selected replacement of particularly vulnerable sections of curved rail and special work (track switches) which tend to wear out much faster than straight track. Corridor wide projects replace 1-2 miles of tangent (straight) track and any special work in that area. These projects are normally coordinated with the work of other City departments and utilities to upgrade the entire infrastructure along that corridor. One major corridor project is started about every four years and takes about 3 to 4 years to complete (including design). At least one project to replace selected portions of curved rail/special work will be under construction every year until the most problematic areas are all replaced.</p> <p>Corridors and vulnerable sections of track are identified based on three essential factors: the expected life of the infrastructure, the rate of wear and tear based on the frequency of service at each location, and the results of weekly preventative maintenance schedule that physically assesses every track section and identifies repairs required above and beyond regular maintenance. We have information on each of these factors individually, but not in a consolidated map (or other format.) We are currently working to develop such a method of strategic assessment, but it is not yet completed.</p> <p>Some examples of locations that may be replaced in the next few years include:</p> <p>Track Crossovers:</p> <ul style="list-style-type: none"> • Niagara & San Jose • Plymouth & Broad <p>Curved track sections:</p> <ul style="list-style-type: none"> • J line between 18th and 20th and San Jose and Broad • M Line between Holloway and Junipero Serra <p>Corridor-wide overhauls:</p> <ul style="list-style-type: none"> • L-Taraval Transit and Streetscape Enhancements project (to be funded through a project-specific Prop K allocation) <p>This is a summary of sample locations, not an exhaustive list.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	This section cannot be completed until specific projects are identified.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	TBD



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Type of Environmental Clearance Required:	TBD	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No	

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						

Comments/Concerns
 Proposed Prop K funds are placeholders. When an allocation request is submitted, the SFMTA will score the project using the 5YPP prioritization criteria and add project delivery milestones to the above table.



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: Muni Metro Rail Replacement Program - Placeholder

Project Cost Estimate	Phase	Cost	Funding Source		
			Prop K	Other	
	Planning/Conceptual Engineering	\$ -	\$ -	\$ -	
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -	
	Right of Way	\$ -	\$ -	\$ -	
	Design Engineering (PS&E)	\$ 111,398	\$ 111,398	\$ -	
	Construction	\$ 11,892,721	\$ 11,892,721	\$ -	
	Operations (i.e. paratransit)	\$ -	\$ -	\$ -	
	Total Project Cost	\$ 12,004,119	\$ 12,004,119	TBD	
	Percent of Total		100%		

Funding Plan - All Phases		Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)											
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Prop K	22M-Guideways - MUNI	Design Engineering (PS&E)	Planned	2019/20	\$ 111,398	\$ -	\$ 37,133	\$ 37,133	\$ 37,132	\$ -	\$ -	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Construction	Planned	2019/20	\$ 876,309	\$ -	\$ 292,103	\$ 292,103	\$ 292,103	\$ -	\$ -	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Construction	Planned	2020/21	\$ 1,703,181	\$ -	\$ -	\$ 567,727	\$ 567,727	\$ 567,727	\$ -	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Construction	Planned	2021/22	\$ 2,346,264	\$ -	\$ -	\$ -	\$ 782,088	\$ 782,088	\$ 782,088	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Construction	Planned	2022/23	\$ 2,988,939	\$ -	\$ -	\$ -	\$ -	\$ 996,313	\$ 996,313	\$ 996,313	\$ -
Prop K	22M-Guideways - MUNI	Construction	Planned	2023/24	\$ 3,978,028	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,326,010	\$ 1,326,010	\$ 1,326,010
TBD *		Construction	Planned		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Comments
 * SFMTA will provide full costs and funding plans when projects are identified for this placeholder.
 In order to achieve expected Prop K leveraging funds for this category, SFMTA anticipates seeking funds from additional sources such as:
 > FTA formula funds
 > AB664 Bridge Tolls
 > Prop B General Funds
 > FTA State of Good Repair funds



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form	
Project Name:	Cable Car Infrastructure - Placeholder
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	22M-Guideways - MUNI
Other EP Line Number/s:	
Fiscal Year of Allocation:	2020/21
Project Information	
Project Location:	TBD
Supervisory District(s):	TBD
Project Manager:	Alexandra Hallowell
Phone Number:	415-646-4112
Email:	alexandra.Hallowell@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	This is a Prop K placeholder for ongoing improvements to the guideways system and infrastructure projects throughout the SFMTA's cable car system to improve safety and reliability. Projects include structural, mechanical and other improvements along with replacement/rehabilitation of fixed guideway infrastructure and components of the cable car system.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>This is a Prop K placeholder for a future project to be determined. Examples of projects are:</p> <p><u>Cable Car Curved Track Replacement Project:</u> The project will replace three special track components (frogs); construct three new corner bulb-outs and one mid-block bulb-out; install additional electrical conduits for future traffic signals; improve track drainage for cable car track way.</p> <p><u>Cable Car Gearbox Rehabilitation Project:</u> Overhaul and refurbish all cable car gearboxes presently in use at the Cable Car Barn, as well as the spare unit presently in storage at 1580 Burke Street. The work includes replacing all wear and tear parts, primarily bearings, seals, and gaskets. Additional inspection of gears, shafts and other parts will be performed during gearbox tear down, and replaced as needed.</p> <p>Projects are prioritized utilizing a combination of factors that include the criticality of work to the continued functionality of the system, the level of disruption of the work to the riding public, and the availability of staff to deliver the project.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	This section cannot be completed until specific projects are identified.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	TBD
Type of Environmental Clearance Required:	TBD



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No	
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Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						

Comments/Concerns

Proposed Prop K funds are a placeholder. When an allocation request is submitted, the SFMTA will score the project using the 5YPP prioritization criteria and add project delivery milestones to the above table.



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: Cable Car Infrastructure - Placeholder

Project Cost Estimate Phase	Cost	Funding Source	
		Prop K	Other
Planning/Conceptual Engineering	\$ -	\$ -	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ -	\$ -	\$ -
Construction	\$ 103,442	\$ 103,442	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 103,442	\$ 103,442	TBD
Percent of Total		100%	

Funding Plan - All Phases Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)							
						Previous	2019/20	2020/21	2021/22	2022/23	2023/24		
Prop K	22M-Guideways - MUNI	Construction	Planned	2020/21	\$ 103,442	\$ -	\$ -	\$ 34,481	\$ 34,481	\$ -	\$ -	\$ -	\$ -
TBD *					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total				Total By Fiscal Year	\$ 103,442	\$ -	\$ -	\$ 34,481	\$ 34,481	\$ -	\$ -	\$ -	\$ -

Comments
 * SFMTA will provide full cost and funding plan when a specific project is identified for this placeholder.
 In order to achieve expected leveraging for this category, SFMTA anticipates seeking funds from sources such as:
 > Prop B General Fund
 > BATA Project Savings Funds
 > AB664 bridge tolls
 > FTA formula funds



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form	
Project Name:	Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	22M-Guideways - MUNI
Other EP Line Number/s:	
Fiscal Year of Allocation:	FY 19/20, FY 20/21, FY 21/22, FY 22/23, FY 23/24
Project Information	
Project Location:	TBD
Supervisorial District(s):	TBD
Project Manager:	David Rojas
Phone Number:	415-646-2595
Email:	david.rojas@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	This is a placeholder for an on-going program consisting of various projects to ensure that all command and control systems for safe and efficient operation of fixed guideway rail transit lines remain in supported and up-to-date industry configurations, and in a good state of repair.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Prop K funds are a placeholder for this ongoing program. Examples of projects for which SFMTA may request Prop K funds to implement include, but are not limited to:</p> <ol style="list-style-type: none"> 1) <u>Rail Signal Upgrades at Priority Locations</u>: Modify multiple train signal interlockings, including adding new equipment and updating the sequential systems to SFMTA's Vehicle Tagging System (VETAG). Modifications will help integrate traffic and train signals, improving safety, standardizing signal operation and improving reliability. This project will complete the replacement of various existing train signals with new standardized train signals, including conversion of signal heads from 8" to 12" diameter, Red Horizontal Bar Signals, and Amber Switch Aspect signals. These modifications will help integrate traffic and train signals, improving safety, standardizing signal operation and improving reliability. 2) <u>West Portal and Forest Hill ATCS Crossover Intergration/Axle Counter Installation</u>: Modify the Automatic Train Control System (ATCS) software to integrate the four new crossovers completed as part of the Twin Peaks Tunnel Project. This will include relocation of the existing West Portal crossover and introduction of the new crossovers. The project will install new axle counters, routing integration, new station controllers, loop replacements, and other improvements incorporated into the existing system to help improve system flexibility. 3) <u>Train control system upgrades</u>: SFMTA's Transit Division prioritizes ATCS capital projects based on their expected ability to improve transit services. At a base level, SFMTA works from a list of upgrades recommended by the vendor based on its assessment of the longevity of different components and when they need to be replaced. To that list, we add projects or adjust the priority of projects if we see that a particular component or system's condition has degraded such that it is affecting service. SFMTA also adds projects that enable new service capabilities, such as the Twin Peaks ATCS project which will enable new rail crossovers that are currently being built in the Twin Peaks tunnel.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	This section cannot be completed until specific projects are identified.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	TBD
Type of Environmental Clearance Required:	TBD
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)						
Advertise Construction						
Start Construction (i.e. Award Contract)						
Operations (i.e. paratransit)						
Open for Use						
Project Completion (means last eligible expenditure)						

Comments/Concerns

Proposed Prop K funds are a placeholder. When an allocation request is submitted, the SFMTA will score the project using the 5YPP prioritization criteria and add project delivery milestones to the above table.



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder

Project Cost Estimate	Funding Source		
	Phase	Cost	Other
Planning/Conceptual Engineering	\$ 555,879	\$ 555,879	\$ -
Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -
Design Engineering (PS&E)	\$ -	\$ -	\$ -
Construction	\$ 8,344,020	\$ 8,344,020	\$ -
Operations (i.e. paratransit)	\$ -	\$ -	\$ -
Total Project Cost	\$ 8,899,899	\$ 8,899,899	TBD
Percent of Total		100%	

Funding Plan - All Phases	Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)									
							Previous	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26		
Prop K	22M-Guideways - MUNI	Planning/Conceptual Engineering	Planned	2019/20	\$ 555,879	\$ -	\$ 185,293	\$ 185,293	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Prop K	22M-Guideways - MUNI	Construction	Planned	2019/20	\$ 1,061,506	\$ -	\$ 353,835	\$ 353,835	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Prop K	22M-Guideways - MUNI	Construction	Planned	2020/21	\$ 1,421,510	\$ -	\$ -	\$ 473,837	\$ 473,837	\$ 473,836	\$ -	\$ -	\$ -	\$ -	\$ -	
Prop K	22M-Guideways - MUNI	Construction	Planned	2021/22	\$ 2,764,375	\$ -	\$ -	\$ -	\$ 921,515	\$ 921,515	\$ 921,515	\$ -	\$ -	\$ -	\$ -	
Prop K	22M-Guideways - MUNI	Construction	Planned	2022/23	\$ 1,328,417	\$ -	\$ -	\$ -	\$ -	\$ 442,806	\$ 442,806	\$ 442,805	\$ -	\$ -		
Prop K	22M-Guideways - MUNI	Construction	Planned	2023/24	\$ 1,768,012	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 589,338	\$ 589,337	\$ 589,337	\$ -		
TBD*			Planned		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total By Fiscal Year	\$ 8,899,899	\$ -	\$ 539,129	\$ 1,012,965	\$ 1,934,480	\$ 1,838,157	\$ 1,953,659	\$ 1,032,142	\$ 589,337	\$ -	\$ -	

Comments

*SFMTA will provide full costs and funding plans when projects are identified for this placeholder.
 In order to achieve expected Prop K leveraging for this category, SFMTA anticipates seeking funds from sources such as:
 > FTA formula funds
 > Prop B General Funds
 > FTA State of Good Repair funds
 > AB664 bridge tolls, STIP funds



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form	
Project Name:	Quint Street Jerrold Avenue Connector Road
Implementing Agency:	San Francisco County Transportation Authority
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	22M-Guideways - MUNI
Other EP Line Number/s:	14-Relocation of Paul St to Oakdale - Caltrain
Fiscal Year of Allocation:	2019/20
Project Information	
Project Location:	Former UPRR ROW between Quint St and Jerrold Ave in the Bayview District
Supervisorial District(s):	District 10
Project Manager:	Mike Tan
Phone Number:	(415) 522-4826
Email:	mike.tan@sfcta.org
Brief Project Description for MyStreetSF (80 words max):	Design and construct a new road along former Union Pacific Rail Road Right-of-Way to restore access between Quint Street and Jerrold Avenue that was cut off by the construction of a Caltrain berm.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	The San Francisco County Transportation Authority will design and construct a new road along former Union Pacific Rail Road Right-of-Way to restore access between Quint Street and Jerrold Avenue that was cut off by the construction of a Caltrain berm. The Caltrain bridge over Quint Street, a local street in the Bayview-Hunters Point neighborhood, was over 100 years old, seismically unsafe and was approaching the end of its useful life. In late 2016, Caltrain replaced the bridge with a berm that could facilitate a future station but closed through access on Quint Street. The Quint Street Jerrold Avenue Connector Road will restore through access, provide a new sewer line to connect an existing 15 inch sewer under Quint Street to a larger sewer under Jerrold Avenue, and help support a potential new station.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	With multiple developments in the Bayview Area, there is very strong support for the Quint Street Jerrold Avenue Connector Road from local community leaders, residents, and businesses. Bayview Community Advisory Committee leaders and members have repeatedly called for the construction of this project to restore access on Quint Street and relieve truck traffic on Phelps Street. The San Francisco Produce Market which is a marketplace connecting food producers, distributors, and businesses have also requested construction of this project.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Department of Public Works (SFPW) - Fernando Cisneros, San Francisco Real Estate Division (SF Real Estate) - Claudia Gorham, Jeff Suess
Type of Environmental Clearance Required:	Negative Declaration
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No

Project Delivery Milestones	Status		Work		Start Date		End Date	
	Phase	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year	
Planning/Conceptual Engineering	80%	In-house	Q1-Jul-Aug-Sep	2015/16	Q2-Oct-Nov-Dec	2018/19		
Environmental Studies (PA&ED)	80%	In-house	Q1-Jul-Aug-Sep	2015/16	Q2-Oct-Nov-Dec	2018/19		
Right of Way		In-house	Q1-Jul-Aug-Sep	2015/16	Q2-Oct-Nov-Dec	2018/19		
Design Engineering (PS&E)		In-house	Q3-Jan-Feb-Mar	2018/19	Q2-Oct-Nov-Dec	2019/20		
Advertise Construction			Q3-Jan-Feb-Mar	2019/20				
Start Construction (i.e. Award Contract)			Q4-Apr-May-Jun	2019/20				
Operations (i.e. paratransit)								
Open for Use					Q4-Apr-May-Jun	2020/21		
Project Completion (means last eligible expenditure)					Q4-Apr-May-Jun	2020/21		

Comments/Concerns
Project schedule depends on acquisition of right-of-way.



San Francisco County Transportation Authority
 Proposition K Sales Tax Program Project Information Form

Project Name: Quint Street/Jerrold Avenue Connector Road

Project Cost Estimate	Phase	Cost	Funding Source		
			Prop K	Other	
	Planning/Conceptual Engineering	\$ 615,000	\$ 615,000	\$ -	-
	Environmental Studies (PA&ED)	\$ 93,000	\$ 93,000	\$ -	-
	Right of Way	\$ 3,750,000	\$ 3,750,000	\$ -	-
	Design Engineering (PS&E)	\$ 1,500,000	\$ 1,500,000	\$ -	-
	Construction	\$ 12,300,000	\$ 1,391,650	\$ 10,908,350	
	Operations (i.e. paratransit)	\$ -	\$ -	\$ -	-
	Total Project Cost	\$ 18,258,000	\$ 7,349,650	\$ 10,908,350	
	Percent of Total		40%		60%

Funding Plan - All Phases		Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)									
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop K	14-Relocation of Paul St to Oakdale - Caltrain	Planning/Conceptual Engineering	Allocated	Previous	\$ 615,000	\$ 615,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	14-Relocation of Paul St to Oakdale - Caltrain	Environmental Studies (PA&ED)	Allocated	Previous	\$ 93,000	\$ 93,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	14-Relocation of Paul St to Oakdale - Caltrain	Right of Way	Allocated	Previous	\$ 1,914,000	\$ 1,914,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Right of Way	Planned	Previous	\$ 1,836,000	\$ 1,836,000	\$ -	\$ -	\$ -	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Design Engineering (PS&E)	Planned	2019/20	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -
Prop K	22M-Guideways - MUNI	Construction	Planned	2019/20	\$ 664,000	\$ -	\$ -	\$ 664,000	\$ -	\$ -	\$ -
Prop K	14-Relocation of Paul St to Oakdale - Caltrain	Construction	Planned	2019/20	\$ 727,650	\$ -	\$ -	\$ 727,650	\$ -	\$ -	\$ -
TBD		Construction	Planned	2019/20	\$ 10,908,350	\$ -	\$ -	\$ 5,450,000	\$ 5,458,350	\$ -	\$ -
				Total By Fiscal Year	\$ 18,258,000	\$ 4,458,000	\$ 1,500,000	\$ 6,841,650	\$ 5,458,350	\$ -	\$ -

Comments
 \$4 million represents Caltrain's contribution to the project via a fund exchange of Prop K funds from the Radio Replacement project in the Muni Guideways category, with FTA funds.
 TBD sources may include General Funds, SF Public Utility Commission funds, and private funds.

**2014 Prop K 5-Year Project List
Guideways - Muni**

Programming

Approved 7/22/2014

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Overhead System Rehab/Replacement	CON	Programmed			\$353,930			\$353,930
SFMTA	Overhead System Rehab/Replacement	CON	Programmed					\$1,481,100	\$1,481,100
SFMTA	Muni Metro Rail Replacement Program	PS&E/ CON	Programmed			\$4,622,082			\$4,622,082
SFMTA	Muni Metro Rail Replacement Program	PS&E/ CON	Programmed				\$3,727,380		\$3,727,380
SFMTA	Muni Metro Rail Replacement Program	PS&E/ CON	Programmed					\$6,524,019	\$6,524,019
SFMTA	New Backup Vehicle Control Center	PS&E	Programmed			\$704,000			\$704,000
SFMTA	New Backup Vehicle Control Center	CON	Programmed					\$5,387,537	\$5,387,537
SFMTA	Cable Car Infrastructure	PS&E/ CON	Programmed				\$504,000		\$504,000
SFMTA	Van Ness Bus Rapid Transit Overhead Component	CON	Programmed		\$5,716,000				\$5,716,000
				Programmed in 5YPP					
				\$0	\$5,716,000	\$5,680,012	\$4,231,380	\$13,392,656	\$29,020,048
				Total Programmed in 2014 Strategic Plan					
				\$0	\$5,716,000	\$5,680,012	\$4,231,380	\$13,392,656	\$29,020,048
				Cumulative Remaining Programming Capacity					
				\$0	\$0	\$0	\$0	\$0	\$0

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

**2014 Prop K 5-Year Project List
Guideways - Muni**

Programming and Allocations to Date
Pending November 2018 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Overhead System Rehab/Replacement	CON	Programmed			\$0			\$0
SFMTA	Overhead System Rehab/Replacement ¹	CON	Programmed				\$0		\$0
SFMTA	Overhead System Rehab/Replacement ¹	CON	Programmed					\$0	\$0
SFMTA	Manual Trolley Switch System Replacement Phase I	PS&E	Allocated				\$602,500		\$602,500
SFMTA	Twin Peaks Tunnel Trackway Improvements	CON	Allocated			\$4,149,113			\$4,149,113
SFMTA	Twin Peaks Tunnel Trackway Improvements	PS&E/ CON	Allocated					\$5,295,567	\$5,295,567
SFMTA	Rail Grinding	CON	Allocated			\$1,036,400			\$1,036,400
SFMTA	Rail Grinding	CON	Deobligated					(\$727,404)	(\$727,404)
SFMTA	Muni Metro Rail Replacement Program	PS&E/ CON	Planned				\$0		\$0
SFMTA	Muni Metro Rail Replacement Program ¹	PS&E/ CON	Planned					\$0	\$0
SFMTA	New Backup Vehicle Control Center	CON	Programmed			\$0		\$0	\$0
SFMTA	Cable Car Infrastructure ¹	PS&E/ CON	Programmed				\$0		\$0
SFMTA	Cable Car Pulley Rebuild	CON	Allocated				\$280,999		\$280,999
SFMTA	Van Ness Improvement	CON	Allocated			\$5,716,000			\$5,716,000
SFMTA	33 Stanyan Overhead Phase II	CON	Allocated			\$1,365,500			\$1,365,500
SFMTA	Cable Car Propulsion Gearboxes	CON	Allocated			\$1,280,000			\$1,280,000
SFMTA	Subway Wiring - Van Ness Station	CON	Programmed			\$0			\$0
SFMTA	Subway Wiring - Van Ness Station	CON	Allocated			\$634,600			\$634,600
SFMTA	19th Avenue M-Line Curved Track Replacement	CON	Allocated			\$1,278,000			\$1,278,000
SFMTA	Muni Metro System Replacements and Upgrades	CON	Programmed			\$0			\$0

Programming and Allocations to Date

Pending November 2018 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Track Replacement and Upgrade	PS&E	Allocated				\$301,000		\$301,000
SFMTA	Track Replacement and Upgrade	CON	Allocated				\$4,179,000		\$4,179,000
SFMTA	Central Subway RTIP Fund Exchange	CON	Allocated				\$13,752,000		\$13,752,000
SFMTA	L-Taraval Transit Enhancements (Segment B) ¹	CON	Planned					\$11,240,331	\$11,240,331
SFMTA	Quint Street Jerrold Avenue Connector Road ¹	R/W	Planned					\$1,836,000	\$1,836,000
SFMTA	16th Street Improvement Project (22 Fillmore phase II)	CON	Planned					\$5,600,371	\$ 5,600,371
				Programmed in 5YPP					
				Total Programmed in 2019 Strategic Plan Baseline					
				Cumulative Remaining Programming Capacity					
				\$0	\$0	\$15,459,613	\$19,115,499	\$23,244,865	\$57,819,977
				\$0	(\$563,431)	\$15,459,613	\$1,363,499	\$28,365,867	\$44,625,548
				\$4,563,431	\$4,000,000	\$4,000,000	(\$13,752,000)	(\$8,630,998)	(\$8,630,998)

Programmed

Pending Allocation/ Appropriation

Board Approved Allocation/Appropriation

¹ Comprehensive 2014 5YPP amendment concurrent with 2019 5YPP adoption (resolution XX, approved YY).

Overhead System Rehab/Replacement: Reduced from \$1,541,400 to \$0 in Fiscal Years 2017/18 and 2018/19.

Muni Metro Rail Replacement Program: Reduced from \$7,609,479 to \$0 in Fiscal Year 2018/19.

Cable Car Infrastructure: Reduced from \$894,825 to \$0 in Fiscal Year 2017/18.

L-Taraval Transit Enhancements (Segment B): Added project with \$11,240,331 in Fiscal Year 2018/19 for construction.

To fully fund this project we are recommending that \$3,030,627 be advanced to Fiscal Year 2018/19 in the 2019 Prop K Strategic Plan.

Quint Street Jerrold Avenue Connector Road: Added project with \$1,836,000 in FY2018/19 for right-of-way.

16th Street Improvement Project (22 Fillmore Phase 2): Added project with \$5,600,371 in Fiscal Year 2018/19 construction funds.

To fully fund this project we are recommending that \$5,600,371 be advanced to Fiscal Year 2018/19 in the 2019 Prop K Strategic Plan.

**2014 Prop K 5-Year Project List
Guideways - Muni**

Cash Flow (\$) Maximum Annual Reimbursement

Pending November 2018 Board

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				
Overhead System Rehab/Replacement	CON			\$0	\$0	\$0	\$0								\$0
Overhead System Rehab/Replacement 1	CON				\$0	\$0	\$0	\$0	\$0						\$0
Overhead System Rehab/Replacement 1	CON							\$0	\$0						\$0
Manual Trolley Switch System Replacement Phase I	PS&E				\$384,524	\$217,976									\$602,500
Twin Peaks Tunnel Trackway Improvements	CON			\$4,149,113	\$0	\$0									\$4,149,113
Twin Peaks Tunnel Trackway Improvements	PS&E/ CON				\$0	\$5,295,567	\$0		\$0						\$5,295,567
Rail Grinding	CON			\$600,000	\$436,400										\$1,036,400
Rail Grinding	CON					(\$727,404)									(\$727,404)
Muni Metro Rail Replacement Program	PS&E/ CON				\$0										\$0
Muni Metro Rail Replacement Program 1	PS&E/ CON							\$0	\$0						\$0
New Backup Vehicle Control Center	CON														\$0
Cable Car Infrastructure 1	PS&E/ CON						\$0	\$0	\$0						\$0
Cable Car Pulley Rebuild	CON				\$26,654	\$125,368	\$80,157	\$48,820							\$280,999
Van Ness Improvement	CON		\$0		\$1,866,879	\$3,849,121									\$5,716,000
33 Stanyan Overhead Phase II	CON			\$750,000	\$615,500	\$0									\$1,365,500
Cable Car Propulsion Gearboxes	CON			\$117,000	\$465,000	\$233,000									\$1,280,000
Subway Wiring - Van Ness Station	CON			\$0	\$0	\$0									\$0
Subway Wiring - Van Ness Station	CON			\$150,000	\$484,600										\$634,600
19th Avenue M-Line Curved Track Replacement	CON				\$1,278,000										\$1,278,000
Muni Metro System Replacements and Upgrades	CON			\$0	\$0										\$0

Cash Flow (\$) Maximum Annual Reimbursement

Pending November 2018 Board

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			
Track Replacement and Upgrade 7	PS&E				\$46,309	\$46,308	\$46,308	\$46,307	\$46,307	\$46,307	\$46,307	\$46,307	\$23,153	\$301,000
Track Replacement and Upgrade 7	CON				\$642,924	\$642,924	\$642,924	\$642,923	\$642,923	\$642,923	\$642,923	\$642,922	\$321,461	\$4,179,000
Central Subway RTP Fund Exchange	CON					\$13,752,000								\$13,752,000
L-Taraval Transit Enhancements (Segment B) 1	CON							\$11,240,331						\$11,240,331
Quint Street Jerrold Avenue Connector Road 1	R/W					\$1,836,000								\$1,836,000
16th Street Improvement Project (22 Fillmore phase II)	CON									\$2,250,000	\$2,281,308	\$569,063		\$5,600,371
Cash Flow Programmed in 5YPP		\$0	\$0	\$5,766,113	\$6,246,790	\$25,502,860	\$1,502,388	\$14,228,382	\$2,970,538	\$1,258,292	\$344,614	\$57,819,977		
Cash Flow Programmed in 2019 Strategic Plan Baseline			(\$563,431)	\$1,617,000	\$6,395,903	\$23,795,258	\$4,959,784	\$6,697,961	\$689,230	\$689,229	\$344,614	\$44,625,548		
Cumulative Remaining Cash Flow Capacity		\$4,563,431	\$4,000,000	(\$149,113)	\$0	(\$1,707,602)	\$1,749,794	(\$5,780,627)	(\$8,061,935)	(\$8,630,998)	(\$8,630,998)	(\$8,630,998)		

\$0

Programmed

Pending Allocation/Appropriation

Board Approved Allocation/Appropriation



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form	
Project Name:	L-Taraval Transit Enhancements (Segment B)
Implementing Agency:	San Francisco Municipal Transportation Agency
Prop K Expenditure Plan Information	
Category:	A. Transit
Subcategory:	iii. System Maintenance and Renovation (transit)
EP Line (Primary):	22M-Guideways - MUNI
Other EP Line Number/s:	22U-Guideways - Undesignated
Fiscal Year of Allocation:	2018/19, 2019/20
Project Information	
Project Location:	On the L Taraval corridor between West Portal Station and Sunset Blvd.
Supervisory District(s):	District 04, District 07
Project Manager:	Amy Lam
Phone Number:	415-646-2768
Email:	amy.lam2@sfmta.com
Brief Project Description for MyStreetSF (80 words max):	Replace light rail track and overhead contact system components along the L-Taraval light rail line from West Portal Station to Sunset Blvd, along Ulloa Street, 15th Avenue and Taraval Street. This is part of a larger set of transit and street improvements including transit stop placement optimization, bus bulbs, pedestrian safety improvements, boarding islands, traffic signals, and traffic and turn lane modification.
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>Prop K funds will be used to replace light rail track and overhead contact system components along the L-Taraval light rail line from West Portal Station to Sunset Blvd. This work is part of a larger project to implement engineering changes to improve safety, reduce travel time, and improve reliability along the L-Taraval corridor between West Portal Station and the San Francisco Zoo, which follows Ulloa Street, 15th Avenue, Taraval Street, 36th Avenue, Vicente Street, Sunset Blvd, and Wawona Street. The L-Taraval Corridor faces significant congestion and other obstacles that frequently prevent efficient transit vehicle movement. This project will improve transit reliability and travel times by implementing various enhancements throughout the corridor, including transit stop placement optimization, bus bulbs, pedestrian improvements, boarding islands, traffic signals, and traffic and turn lane modifications. The entire project is coordinated with Public Works' repaving project in the corridor.</p> <p>L-Taraval transit and street improvements project limits: Segment A: Sunset Blvd to the San Francisco Zoo Segment B: West Portal to Sunset Blvd (subject request) The work to be performed is the same for both segments, contracted separately.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	The L-Taraval Transit and Street Improvements project was a recommendation of SFMTA's Transit Effectiveness Project. Public outreach has included 5 open houses, 2 focus groups, a public walking tour, and a series of small group meetings with Taraval stakeholders. SFMTA has also met with various community groups, schools and other organizations in the area. Other outreach included a direct mail campaign that sent 11,000 post cards to area residents, 2 multi-lingual surveys, and 3,000 flyers.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Public Works
Type of Environmental Clearance Required:	N/A
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	No



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Delivery Milestones Phase	Status % Complete	Work In-house - Contracted - Both	Start Date		End Date	
			Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	100%		Q3-Jan-Feb-Mar	2015/16	Q2-Oct-Nov-Dec	2016/17
Environmental Studies (PA&ED)						
Right of Way						
Design Engineering (PS&E)	80%	In-house	Q2-Oct-Nov-Dec	2016/17	Q2-Oct-Nov-Dec	2018/19
Advertise Construction			Q2-Oct-Nov-Dec	2018/19		
Start Construction (i.e. Award Contract)	0%	Contracted	Q3-Jan-Feb-Mar	2018/19		
Operations (i.e. paratransit)						
Open for Use					Q1-Jul-Aug-Sep	2020/21
Project Completion (means last eligible expenditure)					Q1-Jul-Aug-Sep	2021/22

Comments/Concerns

Segment A schedule - Design complete Aug 2018; Advertise Sept 2018; NTP Jan 2019; Open for use Sept 2020; Project completion Sept 2021.
 Segment B schedule - Approved schedule above is under review to address utility coordination and impacts to transit operations and the public, and will be updated in 2nd quarter FY2018/19.



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name:	L-Faravall Transit Enhancements (Segment B)
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Project Cost Estimate	Funding Source			
	Phase	Cost	Prop K	Other
Planning/Conceptual Engineering	\$	500,000	\$ -	\$ 500,000
Environmental Studies (PA&ED)	\$	-	\$ -	\$ -
Right of Way	\$	-	\$ -	\$ -
Design Engineering (PS&E)	\$	4,064,650	\$ 610,000	\$ 3,454,650
Construction	\$	82,105,598	\$ 15,295,363	\$ 66,810,235
Operations (i.e. paratransit)	\$	-	\$ -	\$ -
Total Project Cost	\$	86,670,248	\$ 15,905,363	\$ 70,764,885
Percent of Total			18%	82%

Funding Plan - All Phases	Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)						
							Previous	2019/20	2020/21	2021/22	2022/23	2023/24	
	FTA 5309		Planning/Conceptual Engineering	Allocated	Previous	\$ 400,000							
	Revenue Bond 2013		Planning/Conceptual Engineering	Allocated	Previous	\$ 100,000							
	Prop K	1-Rapid Bus Network	Design Engineering (PS&E)	Allocated	Previous	\$ 610,000	\$ 610,000						
	Prop K	34-Street Resurfacing, Rehab, & Maintenance	Construction	Programmed	Previous								
	Prop A GO Bond		Design Engineering (PS&E)	Allocated	Previous	\$ 3,454,650							
	Prop K	22M-Guideways - MUNI	Construction	Planned	Previous	\$ 11,240,331		\$ 11,240,331					
	Prop A GO Bond		Construction	Allocated	Previous	\$ 5,051,073							
	FTA 5337*		Construction	Programmed	Previous	\$ 10,002,337							
	Prop K/Prop B fund exchanges with Central Subway - proposed	22U-Guideways - MUNI	Construction	Planned	2019/20	\$ 4,055,032		\$ 3,244,026	\$ 811,006				
	Prop B General Fund		Construction	Programmed	2019/20								
	Prop A GO Bond		Construction	Programmed	2020/21	\$ 22,186,127							
	FTA 5337		Construction	Programmed	2020/21	\$ 1,873,551							
	RM3 Core Capacity		Construction	Planned	2020/21	\$ 6,000,000							
	Prop B General Fund		Construction	Programmed	2020/21	\$ 1,785,616							
	FTA 5337		Construction	Programmed	2021/22	\$ 14,812,663							
	RM3 Core Capacity		Construction	Planned	2021/22	\$ 924,426							
					Total By Fiscal Year	\$ 86,670,248	\$ 610,000	\$ 3,244,026	\$ 12,051,337	\$ -	\$ -	\$ -	\$ -

Comments
 The cost estimate and funding plan for the construction phase reflect Segment B (West Port to Sunset Blvd.) only.
 * Per the SFMTA, \$10 million in FTA 5337 is in the process of being booked to the project. Prop K funds will be used for procurement and installation for rail replacement, overhead contact system replacement, and wayside signal improvements consistent with Prop K eligibility requirements for this category.
Proposed Prop K/Prop B fund exchange with Central Subway. In order to help meet cash flow needs for the SFMTA's Central Subway project, Transportation Authority staff, working in collaboration with staff from the SFMTA, has proposed a dollar-for-dollar fund exchange whereby the L-Faravall project will receive an additional ~\$4 million in Prop K funds freeing up an equivalent amount of Prop B General Fund that the SFMTA will make available for Central Subway construction. This fund exchange helps backfill the remaining \$61.75 million in Regional Transportation Improvement Program (RTIP) funds that the Transportation Authority owes to the project, but that won't be available in time to meet the project's cash flow needs. The fund exchange reduces the Transportation Authority's RTIP commitment to the Central Subway by \$4,055,032.



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Project Information Form

Project Name:	16th Street Improvement Project (22 Fillmore Phase 2)	
Implementing Agency:	San Francisco Municipal Transportation Agency	
Prop K Expenditure Plan Information		
Category:	A. Transit	
Subcategory:	iii. System Maintenance and Renovation (transit)	
EP Line (Primary):	22M-Guideways - MUNI	
Other EP Line Number/s:		
Fiscal Year of Allocation:	2018/19	
Project Information		
Project Location:	16th Street between Church Street and Utah Street.	
Supervisory District(s):	District 08, District 09, District 10	
Project Manager:	Cathal Hennessy	
Phone Number:	415 701-4548	
Email:	Cathal.Hennessy	
Brief Project Description for MyStreetSF (80 words max):	Replacement of overhead contact system (OCS) infrastructure and installation of new traffic signals and communications infrastructure between Church St and Utah St along the 22-Fillmore trolleybus line. The project is part of a larger set of Vision Zero pedestrian safety improvements along 16th Street including transit bulbs, transit boarding islands, pedestrian bulbs, raised crosswalks and curb ramps.	
Detailed Scope (may attach Word document): Please describe the project goals, scope, benefits and how the project was prioritized. Also, describe any coordination with other projects (e.g. paving, MuniForward, Vision Zero).	<p>The 16th Street Improvement Project aims to revamp the transportation infrastructure along this rapidly changing transit corridor. The 22 Fillmore trolley route connects northeast San Francisco to the central waterfront as it passes through the center of the city, traveling north-south along Fillmore Street and east-west along 16th Street. The project will transform and shape the 16th Street corridor by improving transit reliability, travel time, safety, and accessibility for all users while meeting the needs of current and future residents, workers, and visitors to this growing regional destination.</p> <p>The project is divided in two phases. Phase 2, which is the subject of this request, will improve 16th street between Church Street and Utah Street. The project will install new or replace OCS, traffic signal, and communications infrastructure. Transit bulbs and transit boarding islands will be constructed to enhance pedestrian safety and to enable more efficient passenger boarding and alighting. Phase 1 will improve 16th street between Utah St to 3rd St and Mission Bay. The Project scope includes rerouting the 22 Fillmore line to continue along 16th Street from east of Kansas Street to Third Street and into Mission Bay. The project will install new or replace OCS, traffic signal, and communications infrastructure. Transit bulbs and transit boarding islands will be constructed to enhance pedestrian safety and to enable more efficient passenger boarding and alighting.</p>	
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans).	See attached	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	See attached	
Type of Environmental Clearance Required:	N/A	
Attachments: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Yes	Project factsheet



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	100%	In-house	Q3-Jan-Feb-Mar	2014/15	Q1-Jul-Aug-Sep	2015/16
Environmental Studies (PA&ED)	100%	In-house			Q3-Jan-Feb-Mar	2013/14
Right of Way						
Design Engineering (PS&E)	100%	In-house	Q2-Oct-Nov-Dec	2015/16	Q2-Oct-Nov-Dec	2018/19
Advertise Construction	0%		Q3-Jan-Feb-Mar	2018/19		
Start Construction (i.e. Award Contract)	0%	Contracted	Q4-Apr-May-Jun	2018/19		
Operations (i.e. paratransit)	0%					
Open for Use	0%				Q1-Jul-Aug-Sep	2020/21
Project Completion (means last eligible expenditure)	0%				Q3-Jan-Feb-Mar	2021/22

Comments/Concerns

Prop K to fund OCS and wayside signals and communications improvements only. Pedestrian improvements are not eligible for Prop K Guideways funds.



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: 16th Street Improvement Project (22 Fillmore Phase 2)

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$ 900,000	\$ -	\$ 900,000
	Environmental Studies (PA&ED)	\$ -	\$ -	\$ -
	Right of Way	\$ -	\$ -	\$ -
	Design Engineering (PS&E)	\$ 1,100,000	\$ -	\$ 1,100,000
	Construction	\$ 26,900,371	\$ 5,600,371	\$ 21,300,000
	Operations (i.e. paratransit)	\$ -	\$ -	\$ -
	Total Project Cost	\$ 28,900,371	\$ 5,600,371	\$ 23,300,000
	Percent of Total		19%	81%

Funding Plan - All Phases		Cash Flow for Prop K Only (i.e. Fiscal Year of Reimbursement)									
Fund Source	Prop K Expenditure Line	Phase	Fund Source Status	Fiscal Year of Allocation (Programming Year)	Total Funding	Previous	2019/20	2020/21	2021/22	2022/23	2023/24
Prop A GO Bond		Planning/Conceptual Engineering	Allocated	Previous	\$ 900,000						
Prop A GO Bond		Design Engineering (PS&E)	Allocated	Previous	\$ 1,100,000						
Prop A GO Bond		Construction	Allocated	Previous	\$ 11,381,612						
Prop K	22M-Guideways - MUNI	Construction	Planned	Previous	\$ 5,600,371		\$ 500,000	\$ 2,250,000	\$ 2,281,308	\$ 569,063	
Prop B		Construction	Programmed	2019/20	\$ 969,061						
Prop B		Construction	Programmed	2020/21	\$ 562,247						
Prop A GO Bond		Construction	Programmed	2020/21	\$ 2,118,692						
IPIC		Construction	Programmed	2020/21	\$ 3,560,000						
TSF		Construction	Programmed	2020/21	\$ 2,708,388						
				Total By Fiscal Year	\$ 28,900,371	\$ -	\$ 500,000	\$ 2,250,000	\$ 2,281,308	\$ 569,063	\$ -

Comments:



16th Street Improvement Project



We're Moving Muni Forward

As part of Muni Forward, SFMTA is adding transit and safety improvements along the 22 Fillmore route that will make it safer to walk and bike, increase the reliability of transit service and enhance the customer experience on and off the bus.

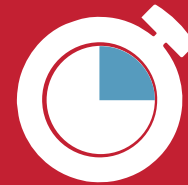
Project Overview

The 16th Street Improvement Project aims to improve transit reliability and travel time for the 18,000 customers who ride Muni along the corridor on an average weekday, while enhancing safety and accessibility. It will address transportation needs of current and future residents, workers and visitors to the southeastern portion of the 22 Fillmore route along 2.3 miles of 16th Street. The project also features utility upgrades as well as new trees, sidewalks and bus shelters.

To allow for zero-emission transit service into Mission Bay, the project includes extending the overhead contact system (OCS) that powers our trolley buses on 16th Street from Kansas to Third streets. Additionally, new bike lanes have been added to 17th Street to create a continuous route from Mission Bay to the Mission neighborhood.

This project is part of Muni Forward, an ongoing initiative to create a safe, reliable and comfortable experience on and off transit.

BENEFITS AT A GLANCE



Reduce travel time by almost

25%



Wider sidewalks at intersections and bus bulb outs for safer crossings for people walking and quicker bus boardings.

Schedule

Construction will occur in two phases. First will be Potrero Hill/ Mission Bay, followed by the Mission neighborhood section.

Fall 2018

Construction Begins

Fall 2019

Expected completion Potrero Avenue to Mission Bay section

Spring 2020

Expected completion Church Street to Potrero Avenue section

Summer 2020

Substantial completion expected

Stay Connected

Sign-up to get project updates and alerts:

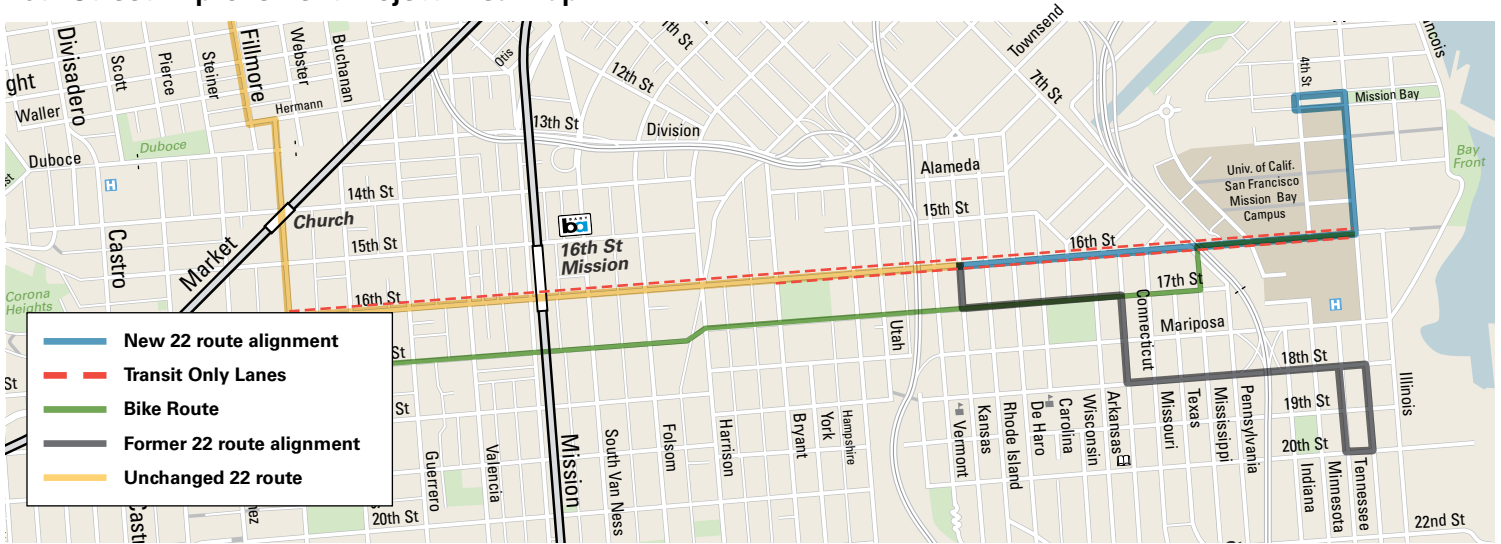
Online: sfmta.com/16thStreet

Text: 16TH to 415-301-3916

Email: 16thStreet@sfmta.com



SFMTA.com/16Street



Service Changes

Along with the important improvements to 16th Street, the eastern end of the 22 Fillmore route will shift to serve the growth in jobs, housing and hospitals in Mission Bay. A new route is being developed that will ensure service is maintained the Potrero Hill and Dogpatch neighborhoods.

Map highlighting changes to the 22 Fillmore route and bike route in the construction zone between Church and 3rd streets.

Utility Improvements

To maximize the benefits and minimize construction impacts, the project will also include replacing aging underground water, sewer and communication lines. Once finished, the street will be repaved.

Project Features



Dedicated transit lanes allow buses to bypass traffic, reducing delay and making for a smoother ride.

Improves transit reliability and efficiency



Wider sidewalks at some bus stops and boarding islands at others will allow buses to quickly board passengers without having to pull out and then back into congested traffic. They also provide space for shelters, signage and other amenities.

Improves transit reliability and efficiency, safer streets, rider comfort, sidewalk space



New streetscape improvements will enhance the corridor with new trees, landscaping, unique sidewalk designs and fresh bus shelters with locally themed images.

Beautification, storm water capture, traffic calming



Extension of the bicycle route on 17th Street allows for a safe and attractive east-west connection for people on bicycles.

Safer streets