



# Memorandum

**Date:** March 20, 2019  
**To:** Transportation Authority Board  
**From:** Anna LaForte – Deputy Director for Policy and Programming  
**Subject:** 4/9/2019 Board Meeting: Allocate \$1,384,671 in Prop K Sales Tax Funds, with Conditions, for Five Requests

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Allocate \$1,384,671 in Prop K funds to the San Francisco Municipal Transportation Authority (SFMTA) for five requests:</p> <ol style="list-style-type: none"> <li>1. Fulton Street Safety [NTIP Capital] (\$82,521)</li> <li>2. Frederick/ Clayton Traffic Calming [NTIP Capital] (\$175,000)</li> <li>3. The Embarcadero Enhancements (\$550,000)</li> <li>4. Fisherman's Wharf/Pier 39 Complete Street Improvements (\$175,000)</li> <li>5. Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital] (\$402,150)</li> </ol> <p><b>SUMMARY</b></p> <p>We are presenting five SFMTA requests totaling \$1,384,671 in Prop K funds to the Board for approval. Attachment 1 lists the requests, including requested phase(s) and supervisorial district(s) for each project. Attachment 2 provides a brief description of each project. Attachment 3 contains the staff recommendations.</p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contracts</li> <li><input type="checkbox"/> Other:</li> </ul> <hr/>
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**DISCUSSION**

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes a brief description of each project. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is enclosed, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

**FINANCIAL IMPACT**

The recommended action would allocate \$1,384,671 in Prop K funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the approved Fiscal Year (FY) 2018/19 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations and cash flow amounts that are the subject of this memorandum.

## Agenda Item 6

Sufficient funds are included in the adopted FY 2018/19 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

### **CAC POSITION**

The CAC will be briefed on this item at its March 27, 2019 meeting.

### **SUPPLEMENTAL MATERIALS**

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

Attachment 4 – Prop K Allocation Summaries – FY 2018/19

Enclosure – Prop K/AA Allocation Request Forms (5)

**Attachment 1: Summary of Applications Received**

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	30	SFMTA	Fulton Street Safety [NTIP Capital]	\$ 82,521	\$ 82,521	27%	0%	Planning	1
Prop K	38	SFMTA	Frederick/ Clayton Traffic Calming [NTIP Capital]	\$ 175,000	\$ 175,000	51%	0%	Design, Construction	5
Prop K	39	SFMTA	The Embarcadero Enhancements	\$ 550,000	\$ 875,000	28%	37%	Environmental	3, 6
Prop K	39	SFMTA	Fisherman's Wharf/Pier 39 Complete Street Improvements	\$ 175,000	\$ 175,000	28%	0%	Planning	3
Prop K	40	SFMTA	Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]	\$ 402,150	\$ 402,150	25%	0%	Construction	8
<b>TOTAL</b>				<b>\$ 1,384,671</b>	<b>\$ 1,709,671</b>	<b>24%</b>	<b>19%</b>		

Footnotes

- <sup>1</sup> "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).
- <sup>2</sup> Acronym: SFMTA (San Francisco Municipal Transportation Agency)
- <sup>3</sup> "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.
- <sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
30	SFMTA	Fulton Street Safety [NTIP Capital]	\$82,521	Develop recommendations and conceptual designs for safety and accessibility improvements for up to 1.5 miles of Fulton Street between Stanyan and LaPlaya bordering Golden Gate Park, segments of which are located on the High Injury Network. The focus of the project is improving pedestrian and bicycle connections between the Richmond District and Golden Gate Park. The project will build on prior work by the San Francisco Planning Department including the Richmond District Strategy and the Golden Gate Park Edges Study. SFMTA will collect community input in Summer and Fall 2019, and complete conceptual designs of prioritized improvements by March 2020.
38	SFMTA	Frederick/ Clayton Traffic Calming [NTIP Capital]	\$175,000	Design and construct crosswalk upgrades at up to four intersections and up to ten speed humps/cushions on Frederick Street (Ashbury to Stanyan) and Clayton Street (Waller to Parnassus). These improvements will increase visibility and improve safety for pedestrians. SFMTA will conduct public outreach from April to October 2019, complete design by December 2019, and complete construction by July 2020.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
39	SFMTA	The Embarcadero Enhancements	\$550,000	<p>The Embarcadero Enhancements project will improve safety, accessibility and comfort for all travelers on The Embarcadero between North Point and Townsend streets by building a physically-protected bikeway to reduce collisions between bicycles and cars. The project will shorten and enhance pedestrian crossings; introduce turn restrictions to simplify intersections; and adjust traffic signals, center medians, streetcar stops, and curb space allocations. Requested funds will support city staff and consultants to prepare traffic and other technical studies, including an historic resources evaluation, as part of the environmental review and continued outreach processes. The project is expected to receive a Categorical Exemption determination under CEQA after these studies are complete. This request, along with other funding, will advance preliminary engineering (survey and 15% design) for the full project scope. It will also support additional public outreach (e.g., a public open house, ongoing stakeholder engagement) and engineering to prioritize and advance a Phase 1 corridor segment approximately 6 blocks long to 35% design, along with obtaining interdepartmental and legislative approvals. SFMTA expects final environmental determination and completion of 35% design of Phase 1 improvements and 15% design of Phases 2 and 3 by April 2020. The conceptual level cost estimate for construction of the entire project is \$54 million, with the initial segment estimated at \$18 million.</p>
39	SFMTA	Fisherman's Wharf/Pier 39 Complete Street Improvements	\$175,000	<p>Plan complete-street improvements to The Embarcadero corridor between North Point and Jefferson/Powell Streets in conjunction with potential ingress/egress changes to the Pier 39 parking garage that would support a two-way protected bikeway on The Embarcadero (<b>see prior project</b>). Project will potentially also include circulation and curbspace management changes on Beach Street (Mason Street to the Embarcadero), and capital/operational upgrades to the historic streetcar turnaround at Stockton Street. SFMTA expects to complete technical analysis, stakeholder outreach and selection of preferred concept by June 2020.</p>

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
40	SFMTA	Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]	\$402,150	Improve the north pedestrian crossing of Diamond Heights Boulevard at Sussex Street by adding a marked crosswalk, rectangular rapid flashing beacons, and four new curb ramps on three bulbouts, with wider sidewalks for both the north and east crossings. Ancillary improvements include reducing the speed limit north of the intersection, removing nine parking spaces to improve sightlines between drivers and pedestrians, and closing the north and south crossings of Diamond Heights Boulevard at Arbor Street to channel pedestrians to the improved crossing at Sussex Street. SFMTA anticipates receiving environmental clearance in March 2019. Design was at 65% in February 2019 and SFMTA expects to reach 100% by June 2019, and have the project open for use by March 2020.
<b>TOTAL</b>			<b>\$1,384,671</b>	

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

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

<b>EP Line No./ Category</b>	<b>Project Sponsor</b>	<b>Project Name</b>	<b>Prop K Funds Recommended</b>	<b>Recommendations</b>
30	SFMTA	Fulton Street Safety [NTIP Capital]	\$ 82,521	
38	SFMTA	Frederick/ Clayton Traffic Calming [NTIP Capital]	\$ 175,000	The Transportation Authority is recommending a <b>multi-phase allocation</b> to avoid the loss of District 5 NTIP funds that are available in Fiscal Year 2018/19.  <b>Special Condition:</b> \$135,000 in Prop K funds for construction are placed on <b>reserve</b> to be released by Transportation Authority staff after receipt of the final list of locations and traffic calming measures, as confirmed by the District Supervisor, and an updated construction schedule.
39	SFMTA	The Embarcadero Enhancements	\$ 550,000	
39	SFMTA	Fisherman's Wharf/Pier 39 Complete Street Improvements	\$ 175,000	
40	SFMTA	Elk Street at Sussex Street Pedestrian Safety Improvements [NTIP Capital]	\$ 402,150	Fulfills <b>intent to allocate</b> \$325,000 in District 8 NTIP funds approved by the Board on November 29, 2016. This request is for \$402,150, however only \$325,000 will come from the District 8 NTIP allotment. The \$77,150 cost increase is due to updated cost estimates based on current market conditions and final scope elements.  <b>Special Condition and Policy Waiver:</b> The recommended allocation requires a Strategic Plan policy waiver to allocate construction funds prior to environmental clearance and substantial completion of the design phase. We are recommending approval to prevent loss of NTIP Cycle 1 funds which need to be allocated by July 1. The recommended \$402,150 in Prop K funds would remain on reserve until the SFMTA provides evidence of environmental clearance (anticipated March 2019) and of final design (anticipated by June 2019) along with an updated cost estimate. If costs increase, SFMTA shall provide an updated funding plan.
<b>TOTAL</b>			<b>\$1,384,671</b>	

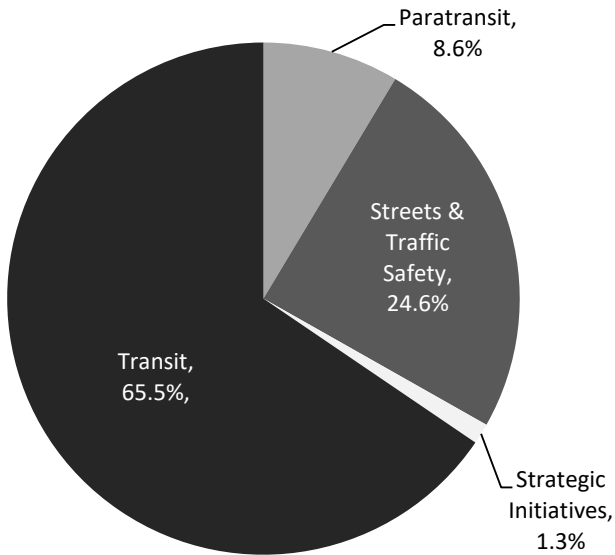
<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 4.  
Prop K Allocation Summary - FY 2018/19**

PROP K SALES TAX		60695495	60695495				
	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24
Prior Allocations	\$ 146,877,107	\$ 94,786,002	\$ 28,224,999	\$19,378,931	\$3,918,112	\$569,063	\$ -
Current Request(s)	\$ 1,384,671	\$ 90,000	\$ 1,209,671	\$ 85,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 148,261,778	\$ 94,876,002	\$ 29,434,670	\$ 19,463,931	\$ 3,918,112	\$ 569,063	\$ -

The above table shows maximum annual cash flow for all FY 2018/19 allocations and appropriations approved to date, along with the current recommended allocation(s).

**Investment Commitments,  
per Prop K Expenditure Plan**



**Prop K Investments To Date**

