



RESOLUTION ALLOCATING \$38,780,932 IN PROP K FUNDS, WITH CONDITIONS, AND APPROPRIATING \$671,920 IN PROP K FUNDS, SUBJECT TO THE ATTACHED FISCAL YEAR CASH FLOW DISTRIBUTION SCHEDULES

WHEREAS, The Transportation Authority received ten requests for a total of \$39,452,852 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network, Downtown Extension to Rebuilt Transbay Terminal, Paratransit, Visitacion Valley Watershed, Upgrades to Major Arterials, Traffic Calming, Signals & Signs, Traffic Calming and Transportation Demand Management/Parking Management; and

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

WHEREAS, Seven of the ten requests are consistent with the Prop K Strategic Plan and/or the 5YPPs for their respective categories; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) requests for Geary BRT - Near-Term Improvements (Phase 1), Geary BRT - Full BRT (Phase 2) and Lombard Street US-101 Corridor [NTIP Capital] require 5YPP amendments as detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$38,780,932 in Prop K funds, with conditions, and appropriating \$671,920 in



Prop K funds for all ten projects; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2015/16 budget to cover the proposed actions; and

WHEREAS, At its June 24, 2015 meeting, the Citizens Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; and

WHEREAS, On July 21, 2015, the Plans and Programs Committee reviewed the subject request and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network, Upgrades to Major Arterials and Traffic Calming 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$38,780,932 in Prop K funds, with conditions, and appropriates \$671,920 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

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

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

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the



Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

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

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the 2014 Prop K Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.

Attachments (4):

1. Summary of Applications Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K Fiscal Year 2015/146 Fiscal Year Cash Flow Distribution - Summary

Enclosure:

1. Prop K Allocation Request Forms (10)



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 28th day of July, 2015, by the following votes:

**Ayes:** Commissioners Avalos, Breed, Christensen, Cohen, Farrell, Kim, Mar, Tang, Wiener and Yee (10)

**Nays:** (0)

**Absent:** Commissioners Campos (1)

*Scott Wiener*

Scott Wiener  
Chair

*8/6/15* Date

ATTEST:

*Tilly Chang 8/10/15*

Tilly Chang  
Executive Director

Date

**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	Current Prop AA Request	Total Cost for Requested Phase(s)	Prop K Leveraging		Phase(s) Requested	District
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	1	SFMTA	Geary BRT - Near-Term Improvements (Phase 1)	\$ 1,978,946		\$ 2,596,446	82%	24%	Design	1, 2, 3, 5, 6
Prop K	1	SFMTA/SFCTA	Geary BRT - Full BRT (Phase 2)	\$ 6,791,390		\$ 47,300,472	82%	86%	Environmental, Design	1, 2, 3, 5, 6
Prop K	5	TJPA	Transbay Transit Center - Project Management & Construction Management Oversight	\$ 14,220,000		\$ 14,794,000	86%	4% for current request; 93% for overall project	Construction	6
Prop K	23	SFMTA	Paratransit	\$ 10,193,010		\$ 21,180,861	27%	52%	Operations	Citywide
Prop K	27	SFCTA	Geneva/ Harney BRT Feasibility Study	\$ 50,000		\$ 803,798	68%	94%	Planning	10, 11
Prop K	30	SFCTA	19th Ave Combined City Project	\$ 75,000		\$ 75,000	83%	0%	Design	4, 7
Prop K	30, 38	SFMTA/SFCTA	Lombard Street US-101 Corridor [NTIP Capital]	\$ 646,586		\$ 933,286	67%	31%	Design, Construction	2
Prop K	33	SFMTA	Franklin and Divisadero Signals Upgrade	\$ 3,162,920		\$ 4,502,080	41%	30%	Construction	2,5
Prop K	33	SFMTA	SFgo Van Ness Corridor Management	\$ 2,275,000		\$ 16,275,000	41%	86%	Construction	2, 3, 5, 6
Prop K	43	SFMTA	Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP Capital]	\$ 60,000		\$ 380,108	54%	84%	Construction	10
<b>TOTAL</b>				<b>\$ 39,452,852</b>	<b>\$ -</b>	<b>\$ 108,841,051</b>	<b>62%</b>	<b>63%</b>		

## Attachment 1: Summary of Applications Received

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### Footnotes

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

<sup>2</sup> Acronyms: SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); TJPA (Transbay Joint Powers Authority).

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

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
1	SFMTA	Geary BRT - Near-Term Improvements (Phase 1)	\$ 1,978,946	\$ -	Prop K funds would be used for the conceptual engineering report and final design for the near-term Initial Construction Phase Geary Bus Rapid Transit improvements. Anticipated near-term improvements, which are just preliminary until a Locally Preferred Alternative is selected and environmental clearance is complete, include: colorized bus-only lanes; bus and pedestrian bulb-outs, traffic signal improvements, a road re-design and pedestrian crossing improvements in the Japantown area, right-turn pockets, and bus stop changes to improve operations. These improvements are a subset of those proposed under the full BRT project.
1	SFMTA/ SFCTA	Geary BRT - Full BRT (Phase 2)	\$ 6,791,390	\$ -	Prop K funds would be used to generate a Conceptual Engineering Report (CER) for the Phase 2 (Full) Geary Bus Rapid Transit (BRT) Project, bringing the engineering design of the project to 30%. BRT improvements include colorized bus-only lanes, new medians, new stations, pedestrian and bus bulbs, traffic signal improvements, right-turn pockets, bus stop changes to improve operations, and pedestrian crossing enhancements. The funds would provide for SFMTA and Public Works staff time to develop the 30% design, including a street survey, curb layouts, identification of related sewer and water utility work, and electrical design for signals and street lights. Funds also provide for SFCTA staff and consultant needs to complete the environmental phase.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
5	TJPA	Transbay Transit Center - Project Management & Construction Management Oversight	\$ 14,220,000	\$ -	Requested funds will be used to support Fiscal Year 2015/16 consultant services for Construction Management and Oversight (CMO) (\$7,450,000), Program Management/ Program Controls (PMPC) (\$6,750,000), and Property Management (\$20,000). CMO consultant manages the construction phase of the Transbay Transit Center. PMPC consultant assists TJPA staff in managing the full Transbay Transit Center program. Property management consultant manages TJPA-owned real properties, including 580 Howard Street.
23	SFMTA	Paratransit	\$ 10,193,010	\$ -	Prop K funds would provide 48% of the cost of the Paratransit program broker contract in Fiscal Year 2015/16. The broker contract includes procuring and managing subcontracts with paratransit service providers, monitoring service quality and client interface, administering client eligibility, managing the sale of fare instruments, and acting as the principal customer service representative on behalf of the SFMTA. The Fiscal Year 2015/16 Paratransit program budget includes operational changes to reduce passenger trip times on group vans, changes which were advocated for by Commissioner Yee and other stakeholders.



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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
27	SFCTA	Geneva/ Harney BRT Feasibility Study	\$ 50,000		Prop K funds would fulfill a commitment approved in November 2014 (Res. 15-17) to cover City/County Association of Government of San Mateo County's (C/CAG's) and Peninsula Corridor Joint Powers Board 's (Caltrain's) contributions to the Feasibility Study. Both agencies originally committed to contributing \$25,000 each, but subsequently withdrew their financial commitment due to concerns related to another study being led by the City (Bayshore Station Study). The Study is nearing completion (e.g. final report going to the Board for approval in July). We are requesting appropriation of the funds to fully cover our costs for the study given that we were unsuccessful in securing the funds from Caltrain and C/CAG.
30	SFCTA	19th Ave Combined City Project	\$ 75,000	\$ -	SFPW has asked SFCTA staff to provide technical support (in an advisory role) during the design phase to help provide continuity to the project management team as the project transitions from the SFCTA to SFPW lead. The project will implement transit, signal, and pedestrian improvements, along with water and sewer improvements, on 19th Avenue from Lincoln Way to Holloway Avenue. SFCTA's advisorial role will coincide with project design, which begins summer 2015 and is anticipated to be completed by December 2016.
30, 38	SFMTA/ SFCTA	Lombard Street US-101 Corridor [NTIP Capital]	\$ 646,586	\$ -	Requested funds are intended to match Active Transportation Program funds and will be used to design pedestrian improvements, including curb bulbouts at five intersections. \$33,000 will be used to construct new continental crosswalks and leading pedestrian interval signal timing ahead of the larger project. \$75,000 will be used for Transportation Authority project support. SFMTA and SFPW are coordinating this project with an SFPUC utility project and all work would be complete prior to a Caltrans paving project in 2018.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
33	SFMTA	Franklin and Divisadero Signals Upgrade	\$ 3,162,920	\$ -	Funds will be used to upgrade the signal infrastructure at 29 intersections on the Franklin Street corridor and 3 intersections on the Divisadero Street corridor. Ten of these intersections are WalkFirst locations. Upgrades include new or upgraded wiring, Pedestrian Countdown Signals, Accessible Pedestrian Signals pushbuttons, larger signal heads, poles and mast-arms, signal controllers at the three locations. Design was funded by Prop K and Prop AA. SFMTA will begin construction in September 2015 and all project elements will be open for use by December 2016. See the map of intersections on page 15 of the allocation request form.
33	SFMTA	SFgo Van Ness Corridor Management	\$ 2,275,000	\$ -	Sales tax funds will be used to improve traffic signal infrastructure and to enhance transit on-time performance along the Van Ness corridor, between Mission and Bay Streets. SFMTA will upgrade traffic signal equipment including new traffic signal conduits, mast arms, traffic and pedestrian signal heads, accessible pedestrian signals, transit signal priority, and install a new communications network. The project will be implemented as part of the Van Ness Corridor Transit Improvement Project (including Van Ness Bus Rapid Transit) through a Construction Manager/General Contractor contracting method with the anticipated completion date of late 2018.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
43	SFMTA	Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP Capital]	\$ 60,000	\$ -	Prop K funds will leverage Lifeline funds programmed by the SFCTA to improve pedestrian safety, transit access, and a sense of place by defining pedestrian bulbouts with high-impact planting barriers at five intersections in the Potrero Terrace and Annex Public Housing sites (25th at Connecticut and Texas-Dakota; 23rd at Dakota-Missouri and Arkansas, and Missouri at Watchman Way), as recommended through the Potrero Hill Neighborhood Transportation Plan (to be considered for adoption by SFCTA Board on June 23), in partnership with the Planning Department and BRIDGE Housing. Construction is anticipated to start in October and be completed by the end of this year.
<b>TOTAL</b>			<b>\$ 39,452,852</b>	<b>\$ -</b>	

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
1	SFMTA	Geary BRT - Near-Term Improvements (Phase 1)	\$ 1,978,946	\$ -	<p><b>5YPP Amendment:</b> Our recommendation is contingent upon an administrative 5YPP amendment to reprogram the requested funds from the planning/conceptual engineering phase of the Geary BRT project to the detailed design phase for Phase 1.</p> <p><b>Special Conditions:</b> Reimbursement is contingent upon execution of a transition plan agreement between the SFMTA and SFCTA (anticipated July 2015).</p>
1	SFMTA/SFCTA	Geary BRT - Full BRT (Phase 2)	\$ 6,791,390	\$ -	<p><b>Multi-phase</b> (design and environmental phases due to overlap and desire to advance design) and <b>multiple-sponsor</b> allocation/appropriation.</p> <p><b>5YPP Amendment:</b> The recommended allocation is contingent upon an administrative 5YPP amendment to reprogram \$6,319,470 from the planning/conceptual engineering phase to the Phase 2 detailed design phase and \$471,920 to the environmental review phase.</p>
5	TJPA	Transbay Transit Center - Project Management & Construction Management Oversight	\$ 14,220,000	\$ -	
23	SFMTA	Paratransit	\$ 10,193,010	\$ -	
27	SFCTA	Geneva/ Harney BRT Feasibility Study	\$ 50,000	\$ -	
30	SFCTA	19th Ave Combined City Project	\$ 75,000	\$ -	
30, 38	SFMTA/SFCTA	Lombard Street US-101 Corridor [NTIP Capital]	\$ 646,586	\$ -	<p><b>5YPP Amendment:</b> Our recommendation is contingent on a 5YPP amendment to reprogram a total of \$171,586 from the Arterials and Commercial Corridors Track in the Traffic Calming category to Lombard Street US-101 Corridor in Fiscal Year 2015/16, and a 5YPP amendment to reprogram \$475,000 in Fiscal Year 2015/16 funds from Neighborhood Transportation Improvement Program (NTIP): Placeholder to subject project in the Other Upgrades to Major Arterials 5YPP.</p>

**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 Requested</b>	<b>Prop AA Funds Requested</b>	<b>Recommendation</b>
33	SFMTA	Franklin and Divisadero Signals Upgrade	\$ 3,162,920	\$ -	<b>Commitment to Allocate:</b> Approving this request would fulfill the Transportation Authority's commitment to allocate FY 15/16 Prop K funds to fully fund the construction phase of the project (Resolution 15-41).
33	SFMTA	SFgo Van Ness Corridor Management	\$ 2,275,000	\$ -	
43	SFMTA	Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP Capital]	\$ 60,000	\$ -	
<b>TOTAL</b>			<b>\$ 39,452,852</b>	<b>\$ -</b>	

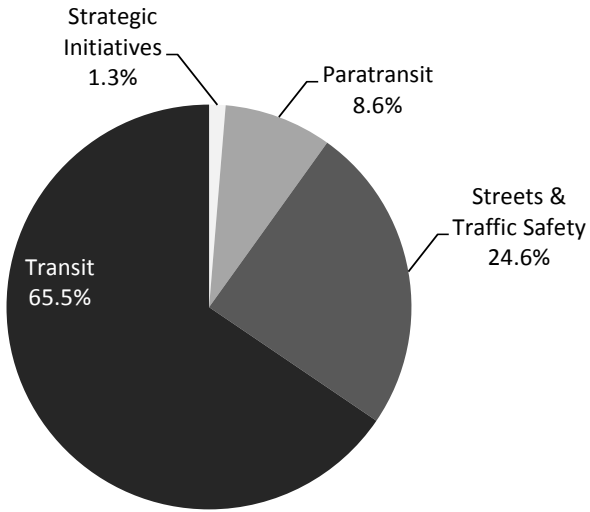
<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 4.  
Prop K Allocation Summary - FY 2015/16**

<b>PROP K SALES TAX</b>						
		<b>CASH FLOW</b>				
	<b>Total</b>	<b>FY 2015/16</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>2019/20</b>
Prior Allocations	\$ 74,245,786	\$ 55,430,543	\$ 18,815,243	\$ -	\$ -	\$ -
Current Request(s)	\$ 39,452,852	\$ 32,982,071	\$ 5,720,781	\$ 750,000	\$ -	\$ -
New Total Allocations	\$ 113,698,638	\$ 88,412,614	\$ 24,536,024	\$ 750,000	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2015/16 allocations approved to date, along with the current recommended

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



**Prop K Investments To Date**

