



RESOLUTION ALLOCATING \$5,820,000 IN PROP K FUNDS, WITH CONDITIONS, FOR THIRTEEN REQUESTS

WHEREAS, The Transportation Authority received thirteen requests for a total of \$5,820,000 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: Caltrain Capital Improvement Program, Vehicles–Caltrain, Facilities–Caltrain, Guideways–Caltrain, Signals & Signs, Bicycle Circulation/Safety, and Pedestrian Circulation/Safety; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a Prop K 5-Year Prioritization Program (5YPP) for all of the aforementioned Expenditure Plan programmatic categories; and

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

WHEREAS, Caltrain’s requests for the Ticket Vending Machine Rehabilitation Program, Transit Asset Management Plan, Maintenance Facility State of Good Repair, and Tunnel 1 & 4 Track and Drainage Rehabilitation project require a concurrent Prop K Strategic Plan amendment to advance a total of \$891,893 in the Caltrain Capital Improvement Program (Caltrain CIP) category from Fiscal Year 2022/23 to fully fund San Francisco’s share of the Fiscal Year 2017/18 Caltrain capital match contribution as summarized in Attachment 5, and a corresponding amendment to the Caltrain CIP 5YPP is also required; and

WHEREAS, The requested Strategic Plan amendment would increase financing costs in the Caltrain CIP category by 0.98% and result in a minor increase of \$190,854 (0.01%) in anticipated



financing costs for the Prop K program as a whole over the 30-year life of the Prop K Expenditure Plan; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) requests for the California Street Laurel Village Improvement Project – Traffic Signals and the Safe Streets Project Evaluation Program 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 \$5,820,000 in Prop K funds, with conditions, for thirteen projects, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2017/18 budget to cover the proposed actions; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Strategic Plan to advance a total of \$891,893 in the Caltrain CIP category as summarized in Attachment 5 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K Caltrain CIP, Bicycle Circulation/Safety and Pedestrian Circulation/Safety 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$5,820,000 in Prop K funds, with conditions, 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 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 and the relevant 5YPPs are hereby amended, as appropriate.



Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2017/18
5. Proposed Prop K Strategic Plan Amendment

Enclosure:

1. Prop K Allocation Request Forms (13)

Attachment 1: Summary of Applications Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	7	PCJPB	Ticket Vending Machine Rehabilitation Program	\$ 99,000		\$ 495,000	69%	80%	Design	6, 10
Prop K	7	PCJPB	Transit Asset Management Plan	\$ 420,000		\$ 420,000	79%	0%	Planning	6, 10
Prop K	7, 20P	PCJPB	Maintenance Facility State of Good Repair	\$ 644,426		\$ 830,690	83%	22%	Construction	6, 10
Prop K	7, 22P	PCJPB	Tunnel 1 & 4 Track and Drainage Rehabilitation	\$ 1,258,298		\$ 8,000,000	71%	84%	Construction	10
Prop K	17P	PCJPB	F40 Locomotives State of Good Repair	\$ 388,650		\$ 660,733	84%	41%	Construction	6, 10
Prop K	17P	PCJPB	Passenger Cars State of Good Repair	\$ 785,095		\$ 2,349,968	84%	67%	Construction	6, 10
Prop K	20P	PCJPB	Systemwide Station Improvements	\$ 155,664		\$ 250,000	90%	38%	Construction	6, 10
Prop K	22P	PCJPB	Systemwide Track Rehabilitation	\$ 700,000		\$ 3,500,000	78%	80%	Construction	6, 10
Prop K	22P	PCJPB	Railroad Communication System State of Good Repair	\$ 100,000		\$ 500,000	78%	80%	Design, Construction	6, 10
Prop K	22P	PCJPB	Grade Crossing Improvements	\$ 228,867		\$ 408,867	78%	44%	Construction	6, 10
Prop K	22P	PCJPB	Napoleon Street Bridge Replacement	\$ 220,000		\$ 2,483,000	78%	91%	Construction	10
Prop K	33	SFMTA	California Street Laurel Village Improvement Project - Traffic Signals	\$ 500,000		\$ 500,000	41%	0%	Construction	2
Prop K	39, 40	SFMTA	Safe Streets Project Evaluation Program	\$ 320,000		\$ 450,000	27%	29%	Planning	Citywide

TOTAL	\$ 5,820,000	\$ -	\$ 20,848,258	76%	72%
--------------	---------------------	-------------	----------------------	------------	------------

Footnotes

¹ "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).

² Acronyms: PCJPB (Peninsula Counties Joint Powers Authority); SFMTA (San Francisco Municipal Transportation Agency).

³ "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%.

⁴ "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 ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
7	PCJPB	Ticket Vending Machine Rehabilitation Program	\$99,000	\$ -	Funds will be used for the design phase to refurbish and upgrade 45 Caltrain ticket vending machines at all stations to include Clipper functionality and maintain the machines in a state of good repair.
7	PCJPB	Transit Asset Management Plan	\$420,000	\$ -	Requested funds will be used to develop a Transit Asset Management Plan as required by the Federal Transit Administration.
7, 20P	PCJPB	Maintenance Facility State of Good Repair	\$644,426	\$ -	Requested funds will be used to maintain and upgrade Caltrain's Central Equipment & Maintenance Facility for the rolling stock fleet.
7, 22P	PCJPB	Tunnel 1 & 4 Track and Drainage Rehabilitation	\$1,258,298	\$ -	This project will rehabilitate the track structure and drainage system in Tunnels 1 and 4 along the Caltrain right of way in Brisbane, mitigating the need for a potential speed restriction through this area.
17P	PCJPB	F40 Locomotives State of Good Repair	\$388,650	\$ -	Funds will be used to maintain Caltrain's fleet of F-40 locomotives that is beyond its 30-year life cycle. The current fleet needs to be maintained and operated until all electrical service is available.
17P	PCJPB	Passenger Cars State of Good Repair	\$785,095	\$ -	Requested funds will be used to maintain Caltrain's fleet of passenger cars (Bombardiers and Gallery Cars). The current fleet needs to be maintained and operated until all electrical service is available.
20P	PCJPB	Systemwide Station Improvements	\$155,664	\$ -	Funds will be used for the rehabilitation of various elements of passenger stations such as replacement of information display cases and replacing center track fences at the 22nd Street Station in San Francisco.
22P	PCJPB	Systemwide Track Rehabilitation	\$700,000	\$ -	Annual program to keep Caltrain's railroad in a state of good repair, including replacing rails and other track related components.
22P	PCJPB	Railroad Communication System State of Good Repair	\$100,000	\$ -	Funds will be used for Caltrain's annual program to keep its communication systems in a state of good repair, including installation of a microwave radio link to improve voice radio network reliability and purchasing five new advanced train control system radios.
22P	PCJPB	Grade Crossing Improvements	\$228,867	\$ -	Funds are requested for the construction phase of safety improvements to the 10 highest priority grade crossings as identified in the Caltrain Grade Crossing Hazard Analysis, including the grade crossing at 16th Street in San Francisco. This project will include installation of improvements such as medians, traffic signals, fences, gates, curb, lighting and signage. Construction will be done by December 2018.
22P	PCJPB	Napoleon Street Bridge Replacement	\$220,000	\$ -	This project addresses the structural deficiencies of the Napoleon Street bridge in San Francisco by removing and replacing the concrete spans with elevated soil berm structures and replacing the main steel span with a new concrete span. The project also addresses trespasser encampments and illegal dumping through additional fencing. There will be no alterations to track geometry or alignment. Construction is expected to start in Spring 2018 and be completed by Spring 2019.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
33	SFMTA	California Street Laurel Village Improvement Project - Traffic Signals	\$500,000	\$ -	The SFMTA is requesting funds for the construction phase of traffic signal upgrades at the intersections of California/Spruce and California/Locust Streets, as part of the broader California Street Laurel Village Improvement Project. Upgrades include new traffic signals, poles, conduits, wiring, pull-boxes, pedestrian countdown signals and accessible (audible) pedestrian signals for both intersections along with one new controller at Locust Street. The project will be open for use by October 2018.
39, 40	SFMTA	Safe Streets Project Evaluation Program	\$320,000	\$ -	Funds will be used for evaluation of impacts of street design and engineering improvements on bicycle and pedestrian safety in support of the Vision Zero Safe Streets initiative. The evaluation program seeks to track trends over time and provide evidence-based recommendations to inform future project designs by analyzing how upgraded street designs impact safety and comfort. The SFMTA has identified 43 projects for evaluation over the next 18 months, targeting projects with innovative treatments, public interest, and/or requiring feedback that may be used to inform design changes. The SFMTA will produce a report by January 2019 that includes the evaluations of projects completed by mid-2018 along with potential interim findings for projects under construction. The Vision Zero Evaluation and Data Committee, chaired by the Department of Public Health with staff from the SFMTA, Police Department, SFPW, SFCTA, SF Planning, and the Controller's Office, will provide strategic direction on the subject project and receive quarterly progress updates. The SFMTA will also provide regular updates to the SFCTA's Vision Zero Committee. See page 13 of the enclosure for the list of projects to be evaluated.
TOTAL			\$5,820,000	\$0	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
7	PCJPB	Ticket Vending Machine Rehabilitation Program	\$ 99,000	\$ -	Strategic Plan Amendment: Recommended allocations from the Caltrain Capital Improvement Program category are contingent upon a Prop K Strategic Plan amendment to advance \$891,893 in programming from FY 22/23 to fully fund San Francisco's share of the FY 17/18 Caltrain capital match contribution. See attached Strategic Plan amendment for details.
7	PCJPB	Transit Asset Management Plan	\$ 420,000	\$ -	see above.
7, 20P	PCJPB	Maintenance Facility State of Good Repair	\$ 644,426	\$ -	see above.
7, 22P	PCJPB	Tunnel 1 & 4 Track and Drainage Rehabilitation	\$ 1,258,298	\$ -	see above.
17P	PCJPB	F40 Locomotives State of Good Repair	\$ 388,650	\$ -	
17P	PCJPB	Passenger Cars State of Good Repair	\$ 785,095	\$ -	
20P	PCJPB	Systemwide Station Improvements	\$ 155,664	\$ -	
22P	PCJPB	Systemwide Track Rehabilitation	\$ 700,000	\$ -	
22P	PCJPB	Railroad Communication System State of Good Repair	\$ 100,000	\$ -	
22P	PCJPB	Grade Crossing Improvements	\$ 228,867	\$ -	
22P	PCJPB	Napoleon Street Bridge Replacement	\$ 220,000	\$ -	
33	SFMTA	California Street Laurel Village Improvement Project - Traffic Signals	\$ 500,000	\$ -	<p>5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent upon a concurrent amendment to the Signals and Signs 5YPP. See attached 5YPP amendment for details.</p> <p>Waiver to advertise at risk: SFMTA requested a waiver of the Prop K policy prohibiting advertisement of contracts to be funded by Prop K prior to allocation of funds. The waiver was requested to allow the broader California Street Laurel Village Improvement Project to stay on schedule. Transportation Authority staff issued a waiver allowing SFMTA to advertise the contract at risk on July 25, 2017.</p>

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
39, 40	SFMTA	Safe Streets Project Evaluation Program	\$ 320,000	\$ -	5YPP Amendment: The recommended allocation is contingent upon concurrent amendments to the Bicycle Circulation and Safety and the Pedestrian Circulation and Safety 5YPPs. The amendments add the subject project with funds to be reprogrammed from the Bicycle Network Expansion and Upgrade placeholder (\$189,850) and from available programming capacity in the Pedestrian Circulation and Safety 5YPP (\$130,150). See attached 5YPP amendments for details.
TOTAL \$			5,820,000		

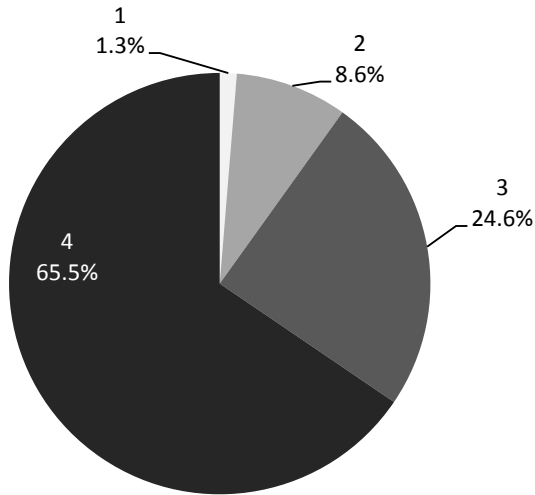
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2017/18**

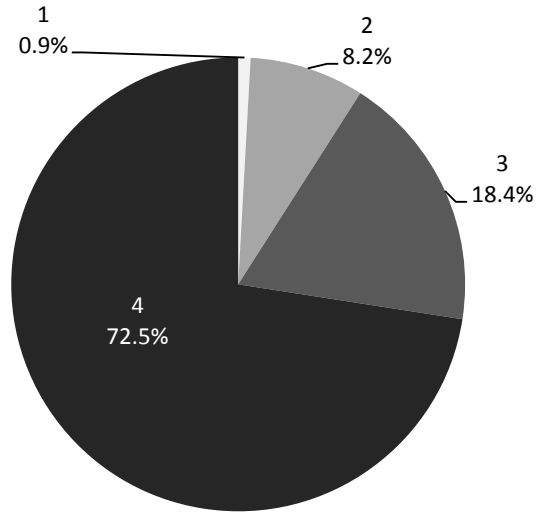
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
Prior Allocations	\$ 61,599,676	\$ 28,826,566	\$ 31,639,722	\$ 645,389	\$ 97,600	\$ 97,600
Current Request(s)	\$ 5,820,000	\$ 3,006,000	\$ 2,814,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 67,419,676	\$ 31,832,566	\$ 34,453,722	\$ 645,389	\$ 97,600	\$ 97,600

The above table shows maximum annual cash flow for all FY 2017/18 allocations approved to date, along with the current recommended allocation(s).

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date



Attachment 5. Proposed Amended Strategic Plan

Pending September 2017 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total 30-year Programming & Finance Costs	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	
Adopted 2014 Prop K Strategic Plan - Amendment 7 (Approved)															
7	Caltrain Capital Improvement Program	\$ 25,011,250	13.28%	Programming	\$ 20,400,085	\$ 1,128,601	\$ 1,162,459	\$ 1,247,332	\$ 1,283,252	\$ 1,320,250	\$ 1,358,357	\$ -	\$ -	\$ -	
				Finance Costs	\$ 3,320,947	\$ 137,394	\$ 117,922	\$ 116,377	\$ 287,163	\$ 304,197	\$ 338,863	\$ 321,507	\$ 276,249	\$ 247,409	\$ 244,829
				Total	\$ 23,721,032	\$ 1,265,995	\$ 1,280,381	\$ 1,363,709	\$ 1,570,415	\$ 1,624,447	\$ 1,697,220	\$ 321,507	\$ 276,249	\$ 247,409	\$ 244,829
17P	New and Renovated Vehicles - PCJPB	\$ 25,465,147	8.64%	Programming	\$ 19,024,458	\$ 1,173,745	\$ 1,208,957	\$ 1,295,226	\$ 1,332,583	\$ 1,371,060	\$ 441,145	\$ -	\$ -	\$ -	
				Finance Costs	\$ 2,199,108	\$ 111,422	\$ 97,852	\$ 98,532	\$ 247,751	\$ 266,587	\$ 290,041	\$ 247,164	\$ 204,331	\$ 173,863	\$ 159,766
				Total	\$ 21,223,566	\$ 1,285,167	\$ 1,306,809	\$ 1,393,758	\$ 1,580,334	\$ 1,637,647	\$ 731,186	\$ 247,164	\$ 204,331	\$ 173,863	\$ 159,766
20P	Rehab/Upgrade Existing Facilities - PCJPB	\$ 8,559,126	15.02%	Programming	\$ 6,571,882	\$ 406,296	\$ 418,485	\$ 241,040	\$ 248,271	\$ 255,719	\$ 263,391	\$ -	\$ -	\$ -	
				Finance Costs	\$ 1,285,283	\$ 61,227	\$ 52,145	\$ 49,085	\$ 111,317	\$ 109,052	\$ 112,908	\$ 103,158	\$ 87,949	\$ 77,985	\$ 76,120
				Total	\$ 7,857,165	\$ 467,523	\$ 470,630	\$ 290,125	\$ 359,588	\$ 364,771	\$ 376,299	\$ 103,158	\$ 87,949	\$ 77,985	\$ 76,120
22P	Guideways - PCJPB	\$ 30,877,833	13.40%	Programming	\$ 25,385,280	\$ 1,399,465	\$ 1,441,449	\$ 1,534,693	\$ 1,579,234	\$ 1,625,111	\$ 1,672,364	\$ -	\$ -	\$ -	
				Finance Costs	\$ 4,138,414	\$ 173,329	\$ 148,678	\$ 146,535	\$ 360,854	\$ 381,624	\$ 424,510	\$ 402,821	\$ 346,708	\$ 311,185	\$ 308,844
				Total	\$ 29,523,693	\$ 1,572,794	\$ 1,590,127	\$ 1,681,228	\$ 1,940,088	\$ 2,006,735	\$ 2,096,874	\$ 402,821	\$ 346,708	\$ 311,185	\$ 308,844
TOTAL				Programming	\$ 71,381,705	\$ 4,108,107	\$ 4,231,350	\$ 4,318,291	\$ 4,443,340	\$ 4,572,140	\$ 3,735,257	\$ -	\$ -	\$ -	
				Finance Costs	\$ 10,943,751	\$ 483,372	\$ 416,597	\$ 410,528	\$ 1,007,084	\$ 1,061,460	\$ 1,166,322	\$ 1,074,649	\$ 915,237	\$ 810,442	\$ 789,559
				Total	\$ 82,325,457	\$ 4,591,479	\$ 4,647,947	\$ 4,728,819	\$ 5,450,424	\$ 5,633,600	\$ 4,901,579	\$ 1,074,649	\$ 915,237	\$ 810,442	\$ 789,559
Proposed 2014 Prop K Strategic Plan - Amendment 8 (Current Request)															
7	Caltrain Capital Improvement Program	\$ 25,011,303	14.26%	Programming	\$ 20,400,085	\$ 2,020,494	\$ 1,162,459	\$ 1,247,332	\$ 1,283,252	\$ 1,320,250	\$ 466,464	\$ -	\$ -	\$ -	
				Finance Costs	\$ 3,565,992	\$ 149,610	\$ 137,071	\$ 134,014	\$ 327,799	\$ 344,342	\$ 362,512	\$ 327,878	\$ 282,437	\$ 253,671	\$ 251,443
				Total	\$ 23,966,077	\$ 2,170,104	\$ 1,299,530	\$ 1,381,346	\$ 1,611,051	\$ 1,664,592	\$ 828,976	\$ 327,878	\$ 282,437	\$ 253,671	\$ 251,443
17P	New and Renovated Vehicles - PCJPB	\$ 25,465,202	8.63%	Programming	\$ 19,024,458	\$ 1,173,745	\$ 1,208,957	\$ 1,295,226	\$ 1,332,583	\$ 1,371,060	\$ 441,145	\$ -	\$ -	\$ -	
				Finance Costs	\$ 2,198,878	\$ 111,371	\$ 97,696	\$ 98,390	\$ 247,584	\$ 266,318	\$ 289,836	\$ 247,453	\$ 204,650	\$ 174,159	\$ 159,717
				Total	\$ 21,223,337	\$ 1,285,116	\$ 1,306,653	\$ 1,393,616	\$ 1,580,167	\$ 1,637,378	\$ 730,981	\$ 247,453	\$ 204,650	\$ 174,159	\$ 159,717
20P	Rehab/Upgrade Existing Facilities - PCJPB	\$ 8,559,145	15.01%	Programming	\$ 6,571,882	\$ 406,296	\$ 418,485	\$ 241,040	\$ 248,271	\$ 255,719	\$ 263,391	\$ -	\$ -	\$ -	
				Finance Costs	\$ 1,285,115	\$ 61,199	\$ 52,062	\$ 49,015	\$ 111,239	\$ 108,940	\$ 112,826	\$ 103,278	\$ 88,086	\$ 78,117	\$ 76,097
				Total	\$ 7,856,997	\$ 467,495	\$ 470,547	\$ 290,055	\$ 359,511	\$ 364,660	\$ 376,217	\$ 103,278	\$ 88,086	\$ 78,117	\$ 76,097
22P	Guideways - PCJPB	\$ 30,877,900	13.40%	Programming	\$ 25,385,280	\$ 1,399,465	\$ 1,441,449	\$ 1,534,693	\$ 1,579,234	\$ 1,625,111	\$ 1,672,364	\$ -	\$ -	\$ -	
				Finance Costs	\$ 4,138,064	\$ 173,249	\$ 148,440	\$ 146,324	\$ 360,607	\$ 381,238	\$ 424,211	\$ 403,301	\$ 347,261	\$ 311,727	\$ 308,767
				Total	\$ 29,523,343	\$ 1,572,714	\$ 1,589,889	\$ 1,681,017	\$ 1,939,841	\$ 2,006,349	\$ 2,096,575	\$ 403,301	\$ 347,261	\$ 311,727	\$ 308,767
TOTAL				Programming	\$ 71,381,705	\$ 5,000,000	\$ 4,231,350	\$ 4,318,291	\$ 4,443,340	\$ 4,572,140	\$ 2,843,364	\$ -	\$ -	\$ -	
				Finance Costs	\$ 11,188,049	\$ 495,429	\$ 435,269	\$ 427,743	\$ 1,047,229	\$ 1,100,839	\$ 1,189,385	\$ 1,081,910	\$ 922,433	\$ 817,674	\$ 796,024
				Total	\$ 82,569,754	\$ 5,495,429	\$ 4,666,619	\$ 4,746,034	\$ 5,490,569	\$ 5,672,979	\$ 4,032,749	\$ 1,081,910	\$ 922,433	\$ 817,674	\$ 796,024
Change															
7	Caltrain Capital Improvement Program	\$ 54	0.98%	Programming	\$ -	\$ 891,893	\$ -	\$ -	\$ -	\$ -	\$ (891,893)	\$ -	\$ -	\$ -	
				Finance Costs	\$ 245,045	\$ 12,215	\$ 19,149	\$ 17,637	\$ 40,636	\$ 40,145	\$ 23,649	\$ 6,371	\$ 6,188	\$ 6,262	\$ 6,614
				Total	\$ 245,045	\$ 904,108	\$ 19,149	\$ 17,637	\$ 40,636	\$ 40,145	\$ (868,244)	\$ 6,371	\$ 6,188	\$ 6,262	\$ 6,614
17P	New and Renovated Vehicles - PCJPB	\$ 55	0.00%	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ (230)	\$ (51)	\$ (156)	\$ (141)	\$ (168)	\$ (269)	\$ (205)	\$ 289	\$ 319	\$ 296	\$ (49)
				Total	\$ (230)	\$ (51)	\$ (156)	\$ (141)	\$ (168)	\$ (269)	\$ (205)	\$ 289	\$ 319	\$ 296	\$ (49)
20P	Rehab/Upgrade Existing Facilities - PCJPB	\$ 18	0.00%	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ (168)	\$ (28)	\$ (83)	\$ (71)	\$ (77)	\$ (112)	\$ (82)	\$ 120	\$ 137	\$ 133	\$ (23)
				Total	\$ (168)	\$ (28)	\$ (83)	\$ (71)	\$ (77)	\$ (112)	\$ (82)	\$ 120	\$ 137	\$ 133	\$ (23)
22P	Guideways - PCJPB	\$ 66	0.00%	Programming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Finance Costs	\$ (350)	\$ (79)	\$ (238)	\$ (211)	\$ (247)	\$ (386)	\$ (299)	\$ 480	\$ 552	\$ 542	\$ (78)
				Total	\$ (350)	\$ (79)	\$ (238)	\$ (211)	\$ (247)	\$ (386)	\$ (299)	\$ 480	\$ 552	\$ 542	\$ (78)
TOTAL				Programming	\$ -	\$ 891,893	\$ -	\$ -	\$ -	\$ -	\$ (891,893)	\$ -	\$ -	\$ -	
				Finance Costs	\$ 244,297	\$ 12,057	\$ 18,672	\$ 17,214	\$ 40,145	\$ 39,379	\$ 23,063	\$ 7,261	\$ 7,196	\$ 7,232	\$ 6,465
				Total	\$ 244,297	\$ 903,950	\$ 18,672	\$ 17,214	\$ 40,145	\$ 39,379	\$ (868,830)	\$ 7,261	\$ 7,196	\$ 7,232	\$ 6,465

**Attachment 5. Proposed Amended
Strategic Plan**

Pending September 2017 Board Action

EP No.	EP Line Item	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
Adopted 2014 Prop K Strategic Plan - Amendment 7 (Approved)								
7	Caltrain Capital Improvement Program	\$ - \$ 216,705 \$ 216,705	\$ - \$ 191,535 \$ 191,535	\$ - \$ 168,851 \$ 168,851	\$ - \$ 129,414 \$ 129,414	\$ - \$ 83,189 \$ 83,189	\$ - \$ - \$ -	\$ - \$ - \$ -
17P	New and Renovated Vehicles - PCJPB	\$ - \$ 127,538 \$ 127,538	\$ - \$ 93,819 \$ 93,819	\$ - \$ 52,112 \$ 52,112	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -
20P	Rehab/Upgrade Existing Facilities - PCJPB	\$ - \$ 66,188 \$ 66,188	\$ - \$ 56,881 \$ 56,881	\$ - \$ 47,525 \$ 47,525	\$ - \$ 32,257 \$ 32,257	\$ - \$ 12,222 \$ 12,222	\$ - \$ - \$ -	\$ - \$ - \$ -
22P	Guideways - PCJPB	\$ - \$ 274,388 \$ 274,388	\$ - \$ 243,910 \$ 243,910	\$ - \$ 217,275 \$ 217,275	\$ - \$ 170,112 \$ 170,112	\$ - \$ 116,670 \$ 116,670	\$ - \$ 14,796 \$ 14,796	\$ - \$ - \$ -
TOTAL		\$ - \$ 684,818 \$ 684,818	\$ - \$ 586,144 \$ 586,144	\$ - \$ 485,763 \$ 485,763	\$ - \$ 331,782 \$ 331,782	\$ - \$ 212,082 \$ 212,082	\$ - \$ 14,796 \$ 14,796	\$ - \$ - \$ -
Proposed 2014 Prop K Strategic Plan - Amendment 8 (Current Request)								
7	Caltrain Capital Improvement Program	\$ - \$ 223,552 \$ 223,552	\$ - \$ 198,978 \$ 198,978	\$ - \$ 177,801 \$ 177,801	\$ - \$ 139,881 \$ 139,881	\$ - \$ 97,257 \$ 97,257	\$ - \$ 18,373 \$ 18,373	\$ - \$ - \$ -
17P	New and Renovated Vehicles - PCJPB	\$ - \$ 127,478 \$ 127,478	\$ - \$ 93,765 \$ 93,765	\$ - \$ 52,110 \$ 52,110	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -
20P	Rehab/Upgrade Existing Facilities - PCJPB	\$ - \$ 66,155 \$ 66,155	\$ - \$ 56,848 \$ 56,848	\$ - \$ 47,524 \$ 47,524	\$ - \$ 32,248 \$ 32,248	\$ - \$ 12,202 \$ 12,202	\$ - \$ - \$ -	\$ - \$ - \$ -
22P	Guideways - PCJPB	\$ - \$ 274,269 \$ 274,269	\$ - \$ 243,781 \$ 243,781	\$ - \$ 217,291 \$ 217,291	\$ - \$ 170,095 \$ 170,095	\$ - \$ 116,566 \$ 116,566	\$ - \$ 14,725 \$ 14,725	\$ - \$ - \$ -
TOTAL		\$ - \$ 691,455 \$ 691,455	\$ - \$ 593,372 \$ 593,372	\$ - \$ 494,727 \$ 494,727	\$ - \$ 342,224 \$ 342,224	\$ - \$ 226,025 \$ 226,025	\$ - \$ 33,098 \$ 33,098	\$ - \$ - \$ -
Change								
7	Caltrain Capital Improvement Program	\$ - \$ 6,848 \$ 6,848	\$ - \$ 7,444 \$ 7,444	\$ - \$ 8,950 \$ 8,950	\$ - \$ 10,467 \$ 10,467	\$ - \$ 14,067 \$ 14,067	\$ - \$ 18,373 \$ 18,373	\$ - \$ - \$ -
17P	New and Renovated Vehicles - PCJPB	\$ - \$ (60) \$ (60)	\$ - \$ (54) \$ (54)	\$ - \$ (2) \$ (2)	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -	\$ - \$ - \$ -
20P	Rehab/Upgrade Existing Facilities - PCJPB	\$ - \$ (32) \$ (32)	\$ - \$ (34) \$ (34)	\$ - \$ (1) \$ (1)	\$ - \$ (9) \$ (9)	\$ - \$ (19) \$ (19)	\$ - \$ - \$ -	\$ - \$ - \$ -
22P	Guideways - PCJPB	\$ - \$ (119) \$ (119)	\$ - \$ (128) \$ (128)	\$ - \$ 16 \$ 16	\$ - \$ (17) \$ (17)	\$ - \$ (105) \$ (105)	\$ - \$ (72) \$ (72)	\$ - \$ - \$ -
TOTAL		\$ - \$ 6,637 \$ 6,637	\$ - \$ 7,228 \$ 7,228	\$ - \$ 8,964 \$ 8,964	\$ - \$ 10,441 \$ 10,441	\$ - \$ 13,943 \$ 13,943	\$ - \$ 18,302 \$ 18,302	\$ - \$ - \$ -

**Attachment 5. Proposed Amended
Strategic Plan**
Pending September 2017 Board Action

Prop K Total					
Adopted 2014 Prop K Strategic Plan - Amendment 7 (Approved)					
Prop K	\$ 2,922,169,485	8.55%	Programming	\$ 2,536,973,769	
			Finance Costs	\$ 249,724,546	
			Total	\$ 2,786,698,315	
Proposed 2014 Prop K Strategic Plan - Amendment 8 (Current Request)					
Prop K	\$ 2,922,175,227	8.55%	Programming	\$ 2,536,973,769	
			Finance Costs	\$ 249,915,399	
			Total	\$ 2,786,889,168	
Change					
Prop K	\$ 5,742	0.01%	Programming	\$ -	
			Finance Costs	\$ 190,854	
			Total	\$ 190,854	



Memorandum

Date: September 7, 2017
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 09/12/2017 Board Meeting: Allocation of \$5,820,000 in Prop K Sales Tax Funds for Thirteen Requests, with Conditions

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$5,000,000 in Prop K sales tax funds to Caltrain for eleven requests:</p> <ol style="list-style-type: none"> 1. Ticket Vending Machine Rehabilitation Program (\$99,000) 2. Transit Asset Management Plan (\$420,000) 3. Maintenance Facility State of Good Repair (\$644,426) 4. Tunnel 1 & 4 Track and Drainage Rehabilitation (\$1,258,298) 5. F40 Locomotive State of Good Repair (\$388,650) 6. Passenger Cars State of Good Repair (\$785,095) 7. Systemwide Station Improvements (\$155,664) 8. Systemwide Track Rehabilitation (\$700,000) 9. Railroad Communication System State of Good Repair (\$100,000) 10. Grade Crossing Improvements (\$228,867) 11. Napoleon Street Bridge Replacement (\$220,000) <p>Allocate \$820,000 in Prop K sales tax funds to the San Francisco Municipal Transportation Agency (SFMTA) for two requests:</p> <ol style="list-style-type: none"> 12. California Street Laurel Village Improvement Project – Traffic Signals (\$500,000) 13. Safe Streets Project Evaluation Program (\$320,000) 	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contracts <input type="checkbox"/> Other:
<p>SUMMARY</p> <p>We have received thirteen Prop K allocation requests for a total of \$5.82 million. 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>	

DISCUSSION

We have received thirteen requests totaling \$5,820,000 in Prop K sales tax funds that we are recommending for allocation. Attachment 1 summarizes the requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes a brief description of each project. A detailed scope, schedule, budget and funding plan for

Agenda Item 6

each project is included in the enclosed Allocation Request Forms. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest.

FINANCIAL IMPACT

The recommended action would allocate \$5,820,000 in Fiscal Year (FY) 2017/18 Prop K sales tax funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Fully funding San Francisco's \$5 million-member share contribution to the FY 2017/18 Caltrain capital budget requires a Prop K Strategic Plan amendment to the Caltrain Capital Improvement Program (CIP) category to advance \$891,893 in programming from FY 2022/23 to FY 2017/18. The amendment would increase financing costs in the Caltrain CIP category by 0.98% (from 13.28% to 14.26%) over the 30-year life of the Prop K Expenditure Plan, and result in a minor increase of \$190,854 (0.01%) in anticipated financing costs for the Prop K program as a whole over the life of the program. See Attachment 5 for details.

Attachment 4 shows the total approved FY 2017/18 allocations and appropriation 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.

Sufficient funds are included in the FY 2017/18 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 did not have a meeting on September 6, 2017 due to a lack of quorum, however a workshop was held and items were presented for information.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received
Attachment 2 – Project Descriptions
Attachment 3 – Staff Recommendations
Attachment 4 – Prop K Allocation Summaries – FY 2017/18
Attachment 5 – Proposed Prop K Strategic Plan Amendment
Enclosure – Prop K Allocation Request Forms (14)