



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, October 24, 2017; 10:00 a.m.
Location: Legislative Chamber, Room 250, City Hall
Commissioners: Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Farrell, Fewer, Kim, Ronen, Safai, Sheehy and Yee
Clerk: Steve Stamos

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| 1. Roll Call | |
| 2. Chair’s Report – INFORMATION | |
| 3. Executive Director’s Report – INFORMATION | |
| <u>Consent Agenda</u> | |
| 4. Approve the Minutes of the October 17, 2017 Meeting – ACTION* | 3 |
| 5. [Final Approval] Approve San Francisco’s Program of Projects for the 2018 Regional Transportation Improvement Program (RTIP) and a Fund Exchange of \$13,752,000 in RTIP Funds with an Equivalent Amount of Prop K Funds for the Central Subway Project, with Conditions – ACTION* | 11 |
| Projects: Restoration of SFMTA Light Rail Lines in Fiscal Years 2019/20 (\$5,500,000) and 2020/2021 (\$8,252,000); Planning, Programming and Monitoring for the Transportation Authority (\$778,000) and the MTC (\$237,000) | |
| 6. [Final Approval] Allocate \$890,000 in Prop K Sales Tax Funds for Two Requests and \$2,465,316 in Prop AA Vehicle Registration Fee Funds for One Request, with Conditions – ACTION* | 35 |
| Projects: (SFMTA) Traffic Signal Upgrade Contract 35 (\$840,000); Better Market Street Interim Signals Rehabilitation (\$50,000); Muni Metro Station Enhancements - Phase 1 (\$2,465,316) | |
| 7. [Final Approval] Adopt the 2017 San Francisco Transportation Plan Update – ACTION* | 95 |
| <u>End of Consent Agenda</u> | |
| 8. Accept the San Francisco Transportation Demand Management Plan – ACTION* | 99 |

9. Update on the San Francisco Transportation Sector Climate Action Strategy – **INFORMATION*** 109

Other Items

10. Introduction of New Items – **INFORMATION**

During this segment of the meeting, Commissioners may make comments on items not specifically listed above, or introduce or request items for future consideration.

11. Public Comment

12. Adjournment

*Additional Materials

Items considered for final approval by the Board shall be noticed as such with **[Final Approval]** preceding the item title.

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DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, October 17, 2017

1. Roll Call

Chair Peskin called the meeting to order at 10:07 a.m.

Present at Roll Call: Commissioners Farrell, Fewer, Peskin, Ronen, Sheehy, Tang and Yee (7)

Absent at Roll Call: Commissioners Safai (entered during Item 2), Breed (entered during Item 5), Kim (entered during Item 8), and Cohen (4)

Commissioner Tang moved to excuse Commissioner Kim, seconded by Commissioner Rohen. Commissioner Cohen was excused without objection.

2. Citizens Advisory Committee Report – INFORMATION

John Larson, Citizens Advisory Committee Member, reported that on Item 7, the Prop K grouped allocations, CAC members expressed concern over the lack of visible traffic signals on Market Street. He said that the CAC was assured that the San Francisco Municipal Transportation Agency (SFMTA) was planning to add to use the largest size signals for visibility on vertical poles as part of the interim project and then relocate signals to mast arms as part of the Better Market Street project. He said that on Item 8, update on the Van Ness Bus Rapid Transit project, CAC members had questions about the bids for sewer and water line work and the overall delays to the project. He noted that members of the public reiterated frustration with the project delays and mentioned the disruptions caused by the current construction. Mr. Larson reported that on Item 10, the Downtown Extension Tunneling Study Report, CAC members were provided information on advancement on tunneling technology and assessments of the best technology to use for different portions of the project, and noted that CAC members requested an update on the Railyard Alternatives and I-280 Feasibility (RAB) Study. He noted that members of the public expressed concern over possible surface disruptions during construction and suggested that the project research tunnel boring technology. Finally, he thanked Transportation Authority staff on behalf of the CAC for their professionalism and flexibility.

There was no public comment.

3. Approve the Minutes of the September 26, 2017 Meeting – ACTION

Commissioner Yee moved to approve the minutes, seconded by Commissioner Ronen.

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Farrell, Fewer, Peskin, Ronen, Safai, Sheehy, Tang and Yee (8)

Absent: Commissioners Breed, Cohen and Kim (3)

Items from the Vision Zero Committee

4. **[Final Approval] Approve a Resolution in Support of the Proposed San Francisco Board of Supervisors Ordinance Prohibiting the Operation of Autonomous Delivery Devices on Public Sidewalks and Right-of-Ways – ACTION**

Commissioner Yee introduced the item and stated that the Board had previously unanimously approved guiding principles for the management of emerging mobility services and technology. He said that the first clause of the principle was safety, which spoke to staying consistent with the city's goal of Vision Zero, and that another principal was reducing congestion and considering whether mobility technology affected traffic congestion. He said that the proposed ordinance to prohibit autonomous delivery devices aligned with the guiding principles, but noted that he would be introducing amendments to it at the Board of Supervisors meeting later that day and wished to continue the item at the Transportation Authority given the pending amendments. He said that the amendments would remain aligned with the principles but would take into account safety and impact to congestion on the city's sidewalks and would address concerns, encourage innovation, and support small businesses. Commissioner Yee added that the ordinance struck a strong cord with the public and could lead to future discussion about emerging technologies. He thanked the public for sending letters of support for the resolution.

Commissioner Yee moved to table the item, seconded by Commissioner Safai. The item was tabled without objection.

Regular Agenda

5. **Adopt Positions on State Legislation – INFORMATION/ACTION**

Mark Watts, State Legislative Advocate, presented the item.

Commissioner Safai asked for a summary of Senate Bill 1 (SB1) for members of the public who were not familiar with the measure. Mr. Watts replied that SB1 was a measure that would provide funding in the amount of \$5 billion per year from new gas taxes, diesel fuel taxes, and a new fee on vehicle registration. He added that the \$5.2 billion was dedicated primary to state road repair, city and county road repair, and transit maintenance.

There was no public comment.

6. **Approve San Francisco's Program of Projects for the 2018 Regional Transportation Improvement Program (RTIP) and a Fund Exchange of \$13,752,000 in RTIP Funds with an Equivalent Amount of Prop K Funds for the Central Subway Project, with Conditions – ACTION**

Amber Crabbe, Assistant Deputy Director for Policy and Programming, presented the item per the staff memorandum.

With respect to the Metropolitan Transportation Commission's proposal to add housing policy-related conditions to the RTIP guidelines, Commissioner Yee asked if projects that crossed multiple jurisdictions also included county lines or highways such as 19th Avenue. Ms. Crabbe replied that in this context projects that crossed city boundaries and unincorporated areas of the counties would be considered to pass through multiple jurisdictions. She clarified that San Francisco would not need to worry about this aspect of the proposed guidelines because all of the projects were contained within the City and County of San Francisco. She added that this aspect of the proposed guidelines was applicable to other counties' projects, such as the managed

lanes project on U.S. 101, that would pass through many jurisdictions along the corridor through Santa Clara and San Mateo counties.

Commissioner Yee commented that previous large-scale projects were concentrated in one area of San Francisco and had benefitted residents, but also individuals who commuted into San Francisco. He said that District 7 would have a lot of growth in terms of housing but that there had been nothing done to address the need for additional public transportation. He said there was a need for resources on the west side of San Francisco, noting that District 7 would have 25,000 additional residents within the next 10 years.

There was no public comment.

Commissioner Breed moved to approve the item, seconded by Commissioner Sheehy.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Farrell, Fewer, Peskin, Ronen, Safai, Sheehy, Tang and Yee (9)

Absent: Commissioners Cohen and Kim (2)

7. Allocate \$890,000 in Prop K Sales Tax Funds for Two Requests and \$2,465,316 in Prop AA Vehicle Registration Fee Funds for One Request, with Conditions – ACTION

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

During public comment, Edward Mason asked if the new traffic signal controllers had any provisions to allow for extra walk time for senior or individuals with disabilities, and whether the longer time could be activated by individuals through a senior pass on a Clipper card or some other device.

Harvey Quan, Signals Program Manager at the SFMTA, stated there were no features in the traffic signal controllers to extend walk time based on individual activation. He noted that walk times were based on the amount of time it took a typical person to cross the street.

Commissioner Tang moved to approve the item, seconded by Commissioner Yee.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Farrell, Fewer, Peskin, Ronen, Safai, Sheehy, Tang and Yee (9)

Absent: Commissioners Cohen and Kim (2)

8. Progress Report for the Van Ness Bus Rapid Transit Project – INFORMATION

Peter Gabancho, SFMTA Project Manager for the Van Ness Bus Rapid Transit project, presented the item.

Chair Peskin asked what had caused the 179 days of construction delay. Mr. Gabancho replied that part of the delay was a result of the wet winter last year and another part of it was contracting difficulties. He said that under the Construction Manager/General Contractor (CM/GC) project delivery method, the SFMTA had brought in a prime contractor to help finish design and plan construction. Chair Peskin asked if the contract amount was a guaranteed maximum price. Mr. Gabancho replied in the affirmative and explained that the contractor had to put out bid packages under city guidelines for subcontracting packages. He said the price for sewer and water work was

\$19 million but received only one bid for \$39 million, which put the contractor in a \$20 million deficit. He said the prime contractor began negotiation with a sole bidder which brought the price down by \$9 million and was now ready to move forward. Mr. Gabancho added that it took longer than expected to award the subcontracting package.

Chair Peskin asked how the contractor could claim that the city was the source of the delay and issue a \$4.3 million claim. Mr. Gabancho replied that the contractor had written several letters stating that the city was responsible for the lack of competitiveness in the bid and the delay in getting the project awarded. He said that the city was working through a dispute resolution process to resolve the issue. Chair Peskin asked if the city contract included a provision for liquidated damages associated with contractor delays. Mr. Gabancho replied that there was about a \$50,000 penalty for each day of delay but that the project team was trying to minimize the delay. Chair Peskin asked if the method for recovering time would involve construction work during nights and extra days per week. Mr. Gabancho replied that the project team was looking at working extra days, doing 10 hour shifts instead of 8 hours, doing night work, and changes to the construction sequencing to do work in parallel.

Commissioner Farrell asked about the contracting process, negotiated price and contractor claim. Mr. Gabancho replied that the contractor made a claim but the claim may not be upheld and noted that contractors often made claims to recover cost. He noted that there were project changes based on owner-driven changes. Commissioner Farrell asked for clarification about owner-driven changes. Mr. Gabancho replied that the city made changes to the contract, such as the Historic Preservation Commission requesting that curbs be replaced with granite instead of the mix of granite and concrete currently used, which was not included in the original design. He said the project team has issued a proposal to the contractor and the contractor had provided a price. Mr. Gabancho explained that when the contractor signed the contract they understood what the deliverables and schedule were, so it was the contractor's responsibility to make up the time and deliver according to the agreed upon price.

Commissioner Farrell stated that he did not appreciate hearing about project delays affecting District 2 in the press and asked the project team to be proactive with alerting his office. He asked for clarification on whether it was a 6-month or 2-year delay and if recovering time would involve reducing traffic to one lane during the daytime, something which would inconvenience the public. Mr. Gabancho replied they were not going to reduce traffic to one lane during the daytime but might rearrange work to do multiple shifts of day and night work at certain times. He said the recent press article regarding the delay was misleading because it used an old project start date from the environmental report. He continued to explain that the SFMTA established the expected completion date based on the notice to proceed date when the contract was issued. He added that according to that schedule the contractor had 1085 days to complete the project and so the project was currently 6 months behind schedule. Commissioner Farrell replied that the efforts to recover time would impact District 2 residents and asked why project team had not previously informed the Board before.

Chair Peskin stated that the lack of activity along the Van Ness Corridor made it apparent that work was not happening and said that it was more frustrating because Polk Street was also under construction, which affected the northeast districts.

Commissioner Safai asked about cost overruns related to the sewer and water replacement. Mr. Gabancho replied that the \$11 million claim was because the bid for sewer and water work was higher than negotiated and the contractor was making efforts to recover funding. Dan Wade,

Director of Capital Management at the San Francisco Public Utilities Commission (PUC), replied that the PUC was concerned about the \$11 million and \$4.3 million claims. He said that no work had started because the contractor was not proactive during the bidding process and that the PUC had denied these claims and wanted to see work started. Commissioner Safai suggested that the Board might ask the contractor to attend a future Board meeting.

Chair Peskin stated that one of the contractor's claim said that they did not know there was a tough bidding climate and that the city failed to tell them was meritless. He questioned whether the city should seek a new contractor for the project. Mr. Wade replied that there had been owner-driven changes and that the city would accept responsibility for them, including changes to the sewer and water work, but that the changes did not justify the contractor's claims. Ryan Freeborn, Project Manager for San Francisco Public Works, stated there had been minor adjustments to the quantities for pipe to be installed and for intersection work to minimize impacts to the public and on traffic congestion, but they were not significant.

Commissioner Safai asked what was the plan to recover the schedule. Mr. Gabancho replied that the contractor would have additional night work and longer shifts to start, but that the project team would perform a cost-benefit analysis for the schedule recovery and come up with a recommended plan. Commissioner Safai asked who was responsible for reaching out to the community. Mr. Gabancho replied that there was a multi-agency outreach team. Commissioner Safai asked about waiving the holiday moratorium. Mr. Gabancho replied that if adjacent businesses did not agree to a holiday moratorium the project could still work at night during non-business hours. Commissioner Safai asked about the impacts of bringing on a new contractor. Mr. Gabancho replied that the city could terminate the contract but that Van Ness Avenue would stay in its current state for six months to a year until a new contractor could be brought in.

Commissioner Farrell asked who was looking out for local residents. Mr. Gabancho replied that SFMTA and PUC staff were working to appease residents by keeping traffic moving and reducing noise from night work. He stated that the SFMTA and PUC would come back to the Board with a recovery schedule. He noted that the holiday moratorium was written for business frontages but that along Van Ness Avenue, the business frontages had many residents above them, and therefore strictly following the holiday moratorium rules might inconvenience residents at night.

Commissioner Farrell asked for a commitment from the project team to work with local residents and businesses. Mr. Gabancho replied that they would commit to that. Commissioner Farrell asked about outreach regarding the delay. Mr. Gabancho replied that the project team had weekly construction emails, office hours twice per week at the local project office, and a citizen group that met monthly, as well as a Business Advisory Committee.

Chair Peskin requested that the project team update the Board each month and asked about the Transportation Authority's oversight role. Eric Cordoba, Deputy Director for Capital Projects, replied that the Transportation Authority would be more involved in oversight and would work with the SFMTA, PUC, and the contractor on outreach. Commissioner Farrell asked for proactive outreach and said that he would provide local community groups for the project team to reach out to. Mr. Cordoba noted the item was presented to the Transportation Authority's CAC in late September, and he agreed that more frequent updates were necessary.

During public comment, Carla Jones stated that when State Route 1 suffered a bridge collapse, Caltrans rebuilt the bridge in eight months. She said the CM/GC method did not appear to be working and noted that the project was at least six months delayed as a result.

Jim Haas commented that the light poles on the first couple blocks of Van Ness Avenue should

have modern light poles because of upcoming construction projects that would bring about modern buildings.

There was no public comment.

9. Adopt the 2017 San Francisco Transportation Plan Update – ACTION

Chair Peskin stated that the item had been presented at the September 26, 2017 Board meeting for information.

There was no public comment.

Commissioner Farrell moved to approve the item, seconded by Commissioner Tang.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee (10)

Absent: Commissioner Cohen (1)

10. Accept the San Francisco Transportation Demand Management Plan – ACTION

Warren Logan, Senior Transportation Planner, presented the item along with John Knox White, Program Manager at the SFMTA.

Commissioner Fewer asked for clarification regarding the Transportation Demand Management (TDM) Strategy 1 and more broadly about the public engagement process. She expressed concern that the strategy described a marketing plan as opposed to developing infrastructure for public engagement. Mr. Knox White replied that the strategy dealt with aspects related to marketing and TDM, and noted that on page 14 of the plan detailed Objective 1B which “ensure[s] that TDM information and services are presented in a culturally sensitive manner and are accessible to and can be obtained by people of all incomes, abilities and ages.” He agreed regarding the need for ground-up community engagement strategies for TDM projects, hosting meetings in different languages, community engagement, and outreach materials.

Commissioner Fewer reiterated her concern regarding Strategy 1 and asked for clarification on how Strategy 1 produced Goal 4. She added that currently there was not infrastructure for public engagement related to that strategy and noted issues related to language barriers at community forums. She added that there was a difference between engagement and marketing and that engagement implied a need to bring the community along during the planning process.

Commissioner Yee commented that he supported the plan by itself, however as projects and programs moved forward, such as the Balboa Reservoir project, the SFMTA should consider transit capacity improvements to complement programs that encouraged residents to ride transit. He described an example where transit would be at capacity in certain areas of the city and how residents might oppose new projects or programs that encouraged transit use and reduced parking.

Tilly Chang, Executive Director, stated that the Transportation Authority appreciated and understood the issues raised and agreed that the partner agencies should engage the community in a series of focused dialogues similar to those held by the Department of the Environment for some of its efforts. She welcomed input from the Board in this engagement process.

Chair Peskin asked whether the Plan should be fine-tuned to address those issues. Director Chang replied that she would be happy to bring the input back to the TDM partners group.

Commissioner Yee cautioned that although the Plan was general, the city should consider its

application in specific projects.

During public comment, Ed Mason stated that transit services should be improved to accompany TDM strategies and that this was imperative in the face of emerging on-demand mobility services that may be more efficient and cost-effective for more affluent residents of San Francisco.

Commissioner Yee moved to continue the item, seconded by Commissioner Safai. The item was continued without objection.

11. **Update on the Core Capacity Transit Study – INFORMATION**

Andrew Heidel, Senior Transportation Planner, introduced the item and Matt Maloney, Assistant Planning Director at the Metropolitan Transportation Commission, and Graham Satterwhite, Long Range Planning Manager at the SFMTA, who presented the item.

Commissioner Sheehy asked what the Glen Park pocket track was. Mr. Heidel replied that it was a concept from BART's sustainable communities' operations analysis that had looked at how all service from the East Bay into San Francisco currently turned back at Daly City. He said BART was considering ways to provide more frequent service in the core transbay area between the Berkeley and San Francisco stations and that the area around the Glen Park station provided an opportunity for trains to stop and turn back. Commissioner Sheehy asked what that concept might look like and how much construction would be involved. Mr. Heidel replied that it was only a conceptual project right now so there were no design or engineering documents, but that it would be within the current BART alignment as there were no plans to widen the subway. He said next to the Glen Park Station and I-280 there was an area where a side track could be placed. Commissioner Sheehy questioned whether this would entail a lot of construction and asked for a sense of what the impact could be. Mr. Heidel replied that it would not involve the Glen Park Station but would be adjacent to it. He said there was no additional information at this point since the pocket track had just been developed as a conceptual idea.

Commissioner Sheehy asked what the timeline or process was for having the J-Muni line and several other surface lines end at Market Street or the West Portal rather than continue through the tunnel and whether that had already been decided on. Mr. Satterwhite clarified that those changes were not recommended as part of the plan because analysis showed that the changes would not yield the desired capacity benefits. He said the analysis took into account ridership patterns, the amount of required transfers and the corresponding disincentive for riders who would have to transfer.

There was no public comment.

Other Items

12. **Introduction of New Items – INFORMATION**

Chair Peskin asked staff to conduct an assessment of the Senar engineering report that was distributed at the September 26 Board meeting regarding the Downtown Extension Tunneling Study Report item and work with the Transbay Joint Powers Authority in that endeavor.

13. **Public Comment**

During public comment, Ed Mason provided an update on the 24th and Church Streets bus stop. He said that after three years of advocating efforts the bus stop had finally been opened up to Muni buses instead of the commuter shuttles in that Muni riders could once again board from the curb rather than in the street. He said there was an additional problem with the new white parking

zones in the area as buses often stopped in the middle of the zone which caused the bus behind it to stop in the crosswalk, as well as buses stopping at an angle which blocked traffic. He said he had contacted the SFMTA and hoped the issue would be resolved soon. He added that there was still a problem of buses idling and staging in neighborhoods.

14. Adjournment

The meeting was adjourned at 12:07 p.m.

RESOLUTION APPROVING SAN FRANCISCO'S PROGRAM OF PROJECTS FOR THE 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) AND A FUND EXCHANGE OF \$13,752,000 IN RTIP FUNDS WITH AN EQUIVALENT AMOUNT OF PROP K FUNDS FOR THE CENTRAL SUBWAY PROJECT, WITH CONDITIONS

WHEREAS, As Congestion Management Agency for San Francisco, every two years the San Francisco County Transportation Authority (Transportation Authority) is responsible for establishing San Francisco project priorities for programming in the Regional Transportation Improvement Program (RTIP), subject to approval by the Metropolitan Transportation Commission (MTC); and

WHEREAS, MTC will submit the Bay Area's RTIP to the California Transportation Commission (CTC), which will combine it with other region's RTIPs and the California Department of Transportation (Caltrans) programs statewide and approve them as the State Transportation Improvement Program (STIP); and

WHEREAS, For the 2018 RTIP, San Francisco has a total of \$14,767,000 to program between Fiscal Years (FYs) 2018/19 and 2022/23; and

WHEREAS, In 2005, the Transportation Authority adopted a list of San Francisco RTIP priorities to help fund some of the major capital projects in the Prop K Expenditure Plan, as shown in Attachment 1; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) Central Subway project is currently the Transportation Authority's highest priority for the next \$75.5 million in RTIP funds: and

WHEREAS, Per CTC guidelines, the Transportation Authority is unable to program additional RTIP funds to the Central Subway project since all the construction contracts have been awarded and for this reason the Transportation Authority will honor the Central Subway RTIP



commitment by programming the next \$75.5 million in RTIP funds to other SFMTA projects that can comply with CTC RTIP guidelines; and

WHEREAS, the CTC guidelines allow a portion of RTIP funds to be used for Planning, Programming, and Monitoring (PPM) activities such as regional transportation planning, program development, and oversight of state and federally funded projects with the remainder available for capital projects, as shown in Attachment 2; and

WHEREAS, Transportation Authority staff recommended programming \$778,000 for the Transportation Authority and \$237,000 for the MTC in PPM funds, as shown in Attachment 3; and

WHEREAS, At the SFMTA's request, Transportation Authority staff recommended programming the remaining \$13,752,000 in RTIP funds to the Restoration of SFMTA Light Rail Lines projects in FYs 2019/20 (\$5,500,000) and 2020/2021 (\$8,252,000), as shown in Attachment 3 with additional detail on the projects' scope, schedule, cost and funding shown in Attachment 4; and

WHEREAS, These projects are programmatic annual expenditure for which the SFMTA will identify the specific scope of work to be funded closer to the year of programming through its capital budgeting process; and

WHEREAS, As a condition of approving the 2018 RTIP funds, the SFMTA will be required to submit an updated Project Programming Request form (Attachment 4) with the detailed scope of work and an updated schedule, budget, and funding plan to the Transportation Authority for approval prior to submitting an allocation request to the CTC, but no later than September 30 of the year of programming; and

WHEREAS, Concurrent with the 2018 RTIP programming, the SFMTA has requested that the Transportation Authority approve a fund exchange of the recommended \$13,752,000 in RTIP funds in its Restoration of SFMTA Light Rail Lines projects (which otherwise could have been funded with Prop K) with \$13,752,000 in Prop K funds for the Central Subway project; and

WHEREAS, The SFMTA is projecting that the Central Subway project cost will remain within the \$1.579 billion baseline budget adopted in 2008 and the budget includes \$74.57 million in remaining unallocated contingency (which almost exactly corresponds to the Transportation Authority's remaining RTIP commitment to the project) that is currently unfunded; and

WHEREAS, The SFMTA anticipates needing to access some of the Central Subway's remaining unallocated contingency funds soon, providing the basis for the Prop K/RTIP fund exchange request; and

WHEREAS, The fund exchange would require a concurrent Prop K Strategic Plan amendment to advance a total of \$13,752,000 from the outer years of the program to FY 2017/18 and amending the 5YPP for the Muni Guideways category to add those funds to a new Central Subway RTIP Exchange project, as summarized in Attachments 5 and 6; and

WHEREAS, The requested Strategic Plan amendment would increase financing costs in the Muni Guideways category by 3.16% and result in an increase of \$5,631,444 (0.19%) 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, Transportation Authority staff recommended approving the requested fund exchange conditioned on CTC approval of San Francisco's Proposed RTIP programming for the Restoration of SFMTA Light Rail Lines projects, anticipated in March 2018, with the additional requirement that SFMTA provides quarterly progress reports on the Light Rail Lines projects; and

WHEREAS, At its September 27, 2017 meeting, the Citizens Advisory Committee was briefed on and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves San Francisco's program of projects for the 2018 RTIP as summarized in Attachment 3; and be it further



RESOLVED, That the Transportation Authority hereby approves the fund exchange of \$13,752,000 in RTIP funds proposed for the Restoration of SFMTA Light Rail Lines projects with an equivalent amount of Prop K funds for the Central Subway Project, with allocation of the Prop K funds conditioned on CTC approval of San Francisco's proposed RTIP programming for the Restoration of SFMTA Light Rail Lines projects and with the requirement that the SFMTA provide quarterly progress reports for the Light Rail Lines projects; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K Strategic Plan to advance a total of \$13,752,000 in the Muni Guideways category to FY 2017/18 as summarized in Attachment 6; and be it further

RESOLVED, That the Transportation Authority hereby amends the Muni Guideways 5YPP, as detailed in Attachment 5; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to MTC and all other relevant agencies and interested parties.

Attachments (6):

1. Remaining RTIP Commitments Table
2. Funds Available
3. Final Programming Priorities
4. Project Programming Request Forms
5. Prop K 5-Year Prioritization Program Amendment for the Muni Guideways category
6. Prop K Strategic Plan Amendment

Attachment 1
Draft Remaining Regional Improvement Program (RTIP) Commitments

| Project ¹ | RTIP Commitment | Allocated, Programmed, and Recommended RTIP Funds | Remaining RTIP Commitment |
|--|----------------------|--|------------------------------|
| Transportation Authority Adopted Priorities, as Amended (Resolution 14-25, Approved 10.22.13) | | | |
| Presidio Parkway (fulfilled) | \$84,101,000 | \$84,101,000 | \$0 |
| Central Subway [SFCTA 1st priority] ² | \$92,000,000 | \$30,250,000 | \$61,750,000 |
| MTC STP/CMAQ Advance for Presidio Parkway [SFCTA 2nd priority] ³ | \$34,000,000 | \$0 | \$34,000,000 |
| Caltrain Downtown Extension to a New Transbay Transit Center [SFCTA 3rd priority] | \$28,000,000 | \$10,153,000 | \$17,847,000 |
| Caltrain Electrification ⁴ (fulfilled) | \$24,000,000 | \$4,000,000 | \$0 |
| Total | \$262,101,000 | \$128,504,000 | \$113,597,000 |

¹ Acronyms include California Transportation Commission (CTC), Congestion Mitigation and Air Quality (CMAQ), Metropolitan Transportation Commission (MTC), and Surface Transportation Program (STP).

² Central Subway is currently the Transportation Authority's highest priority for future RIP funds. Since all construction contracts have been awarded, we cannot program RTIP funds to the Central Subway. Therefore, we are honoring this commitment by programming the RTIP funds to other eligible SFMTA projects that can comply with CTC guidelines. In the 2018 STIP, we are proposing programming \$13.752 million to the Resoloration of SFMTA Light Rail Lines projects, reducing the remaining RTIP commitment by the same amount.

³ Through Resolution 12-44, the Transportation Authority accepted MTC's proposed advance of \$34 million in STP/CMAQ funds for Presidio Parkway to be repaid with future county share RTIP funds. Repayment of the advance, i.e. by programming \$34 million in RIP funds to a project or projects of MTC's choice, is the second priority after the Central Subway.

⁴ In January 2016, the Board authorized the Executive Director to execute a supplemental MOU with the JPB (Caltrain) and its funding partners which fully funded the electrification project. The San Francisco contribution to the project is \$80 million, which has been fully committed with the exception of \$4.912 million. The City and County of San Francisco and the Transportation Authority are looking at other sources such as a new local revenue measure or other local funds that will be needed sooner than RIP funds will be available; thus, the RIP commitment has been superceded by the MOUs.

Attachment 2
2018 Regional Transportation Improvement Program (RTIP)
Funds Available Fiscal Years 2018/19 – 2022/23

| Programming Category | San Francisco County Share | Eligible Activities |
|---|----------------------------|--|
| County Share | \$13,752,000 | <p>Capital projects to improve transportation, including highways, local roads, and bicycle and pedestrian facilities, and transit projects. For the 2018 RTIP, transit projects are advised to be State Constitution Article XIX compliant (e.g. no rolling stock).</p> <p>Can fund environmental, design, right of way and construction phases.</p> |
| Planning, Programming, and Monitoring (PPM) | SFCTA: \$778,000 | Up to 5% allowable per 4-year county share period (different than 5-year range of the RTIP) for PPM activities including regional transportation planning, program development, and project monitoring. MTC and the CMAs have a long-standing arrangement to split the PPM in recognition of the role each agency plays in advancing the state's transportation goals. |
| | MTC: \$237,000 | |
| Total: | \$14,767,000 | |

Attachment 3
San Francisco 2018 Regional Transportation Improvement Program (RTIP) Programming Priorities

| Project Totals by Fiscal Year (\$ 1,000's) CTIC has only provided an overall programming target for the 2018 RTIP, not one by Fiscal Year. | | | | | | | | |
|--|---|-----------------|------------|----------------|----------------|--------------|--------------|--------------|
| Agency ¹ | Project | Total | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 | FY 2022/23 | Phase |
| SFMTA | 2020 Restoration of SFMTA Light Rail Lines ² | \$5,500 | | \$5,500 | | | | Construction |
| SFMTA | 2021 Restoration of SFMTA Light Rail Lines ² | \$8,252 | | | \$8,252 | | | Construction |
| MTC | Planning, Programming, and Monitoring | \$237 | | | \$79 | \$79 | \$79 | n/a |
| SFCTA | Planning, programming, and monitoring | \$778 | | | \$259 | \$259 | \$259 | n/a |
| RTIP Total | | \$14,767 | \$0 | \$5,500 | \$8,590 | \$338 | \$338 | |
| RTIP Funds Available | | \$14,767 | | | | | | |
| Surplus/(shortfall) | | \$0 | | | | | | |

¹ Acronyms include the Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), and San Francisco Municipal Transportation Agency (SFMTA).

²The SFMTA will identify the specific scope of work (e.g. likely a series of state of good repair and enhancements) to be funded closer to the year of programming through its capital budgeting process. As a condition of approving the 2018 RTIP funds, the SFMTA will submit a detailed scope of work to the SFCTA for approval prior to submitting an allocation request to the California Transportation Commission, but no later than September 30 of the year of programming.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

| | | | | | | | | | |
|--|----------------|----------------------------|--------------------------|----------------------|--|-----------------------------|-----------------|-----------------------|--------|
| Amendment (Existing Project) No | | | | | Date: | 9/20/17 | | | |
| District | | EA | Project ID | | PPNO | MPO ID | | Alt Proj. ID | |
| 04 | | | | | | | | | |
| County | Route/Corridor | | PM Bk | PM Ahd | Project Sponsor/Lead Agency | | | | |
| SF | 80, 101, 280 | | | | San Francisco Municipal Transportation Agency | | | | |
| | | | | | MPO | | Element | | |
| | | | | | MTC | | Mass Transit | | |
| Project Manager/Contact | | | Phone | | E-mail Address | | | | |
| Joel Goldberg | | | 415-646-2520 | | joel.goldberg@sfmta.com | | | | |
| Project Title | | | | | | | | | |
| Restoration of SFMTA Light Rail Lines Project - 2020 Program | | | | | | | | | |
| Location (Project Limits), Description (Scope of Work) | | | | | | | | | |
| Project limits are the City and County of San Francisco. The project will replace and restore components of SFMTA's light rail system in 2020, including rail, overhead catenary systems (OCS), and special track work locations along Muni Metro and surface street lines. Major improvements could include the purchase and installation of a crossovers; purchase and replacement of curved rail; replacement and tamping of ties and ballasts; installation of guardrail where required for safety; re-tamping and aligning trackway. Detailed project scope to be identified through the City's Capital Improvement Program development process in 2018 and refined through the environmental review process. | | | | | | | | | |
| Component | | Implementing Agency | | | | | | | |
| PA&ED | | SFMTA | | | | | | | |
| PS&E | | SFMTA | | | | | | | |
| Right of Way | | SFMTA | | | | | | | |
| Construction | | SFMTA | | | | | | | |
| Legislative Districts | | | | | | | | | |
| Assembly: | | 17, 19 | | Senate: | | 11 | | Congressional: | 12, 14 |
| Project Benefits | | | | | | | | | |
| The expected project benefits are improved reliability and safety as well as travel time savings associated with better maintained way. The State's share of funding will be leveraged greatly with every dollar of state-only funding leverage 4 dollars of Federal Transit Administration grant funds, i.e., 80%:20% match ratio. | | | | | | | | | |
| Purpose and Need | | | | | | | | | |
| The SFMTA's light rail system is the core of its Muni transit operations. It is coterminous with BART's four downtown stations and extends to nearly every corner of the City via underground (Muni Metro) and surface street car alignments. Currently the SFMTA is expanding its light rail fleet by 64 - 68 vehicles over the next few years with 18 of the LRVs being purchased using State Cap-and-Trade TIRCP funds. To expand its service, the SFMTA must ensure that its railway is in a state of good repair. Accordingly, every year the SFMTA prioritizes its railway reinvestment needs to fine tune its ongoing State of Good Repair Program into annual projects. | | | | | | | | | |
| Category | | | Outputs/Outcomes | | | Unit | Total | | |
| Intercity Rail/Mass Trans | | | TBD | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| ADA Improvements No | | | Bike/Ped Improvements No | | | Reversible Lane analysis No | | | |
| Includes Sustainable Communities Strategy Goals Yes | | | | | Reduces Greenhouse Gas Emissions Yes | | | | |
| Project Milestone | | | | | | Existing | Proposed | | |
| Project Study Report Approved | | | | | | | | | |
| Begin Environmental (PA&ED) Phase | | | | | | NA | 03/01/19 | | |
| Circulate Draft Environmental Document | | | | Document Type | | CE/CE | NA | NA | |
| Draft Project Report | | | | | | NA | NA | | |
| End Environmental Phase (PA&ED Milestone) | | | | | | NA | 06/30/19 | | |
| Begin Design (PS&E) Phase | | | | | | NA | 07/01/19 | | |
| End Design Phase (Ready to List for Advertisement Milestone) | | | | | | NA | 06/01/20 | | |
| Begin Right of Way Phase | | | | | | NA | NA | | |
| End Right of Way Phase (Right of Way Certification Milestone) | | | | | | NA | NA | | |
| Begin Construction Phase (Contract Award Milestone) | | | | | | NA | 12/01/20 | | |
| End Construction Phase (Construction Contract Acceptance Milestone) | | | | | | NA | 12/01/23 | | |
| Begin Closeout Phase | | | | | | NA | 01/01/24 | | |
| End Closeout Phase (Closeout Report) | | | | | | NA | 01/01/26 | | |

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 9/20/17

Additional Information

Note that project is requesting state-only funds because the STIP funds would be used as a match to leverage FTA 5337 Fixed Guideways programs funds. Otherwise the project could not match the FTA grant with S-STP federal funding.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 9/20/17

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|--|--------|--------------|----|------------|------|----------|
| 04 | SF | 80, 101, 280 | | | | |
| Project Title: Restoration of SFMTA Light Rail Lines Project - 2020 Program | | | | | | |

| Existing Total Project Cost (\$1,000s) | | | | | | | | | Implementing Agency |
|--|-------|-------|-------|-------|--------|-------|--------|--------|---------------------|
| Component | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24+ | Total | |
| E&P (PA&ED) | | | | | | | | | SFMTA |
| PS&E | | | | | | | | | SFMTA |
| R/W SUP (CT) | | | | | | | | | SFMTA |
| CON SUP (CT) | | | | | | | | | SFMTA |
| R/W | | | | | | | | | SFMTA |
| CON | | | | | | | | | SFMTA |
| TOTAL | | | | | | | | | |
| Proposed Total Project Cost (\$1,000s) | | | | | | | | | Notes |
| Component | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24+ | Total | |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | 27,500 | | | 27,500 | |
| TOTAL | | | | | 27,500 | | | 27,500 | |

| Fund No. 1: | RTIP | | | | | | | | Program Code |
|-----------------------------|-------|-------|-------|-------|-------|-------|--------|-------|----------------|
| Existing Funding (\$1,000s) | | | | | | | | | Funding Agency |
| Component | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24+ | Total | |
| E&P (PA&ED) | | | | | | | | | CTC |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |
| Proposed Funding (\$1,000s) | | | | | | | | | Notes |
| Component | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24+ | Total | |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | 5,500 | | | 5,500 | |
| TOTAL | | | | | 5,500 | | | 5,500 | |

| Fund No. 2: | FTA 5337 Fixed Guideways | | | | | | | | Program Code |
|-----------------------------|--------------------------|-------|-------|-------|--------|-------|--------|--------|----------------|
| Existing Funding (\$1,000s) | | | | | | | | | Funding Agency |
| Component | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24+ | Total | |
| E&P (PA&ED) | | | | | | | | | FTA |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |
| Proposed Funding (\$1,000s) | | | | | | | | | Notes |
| Component | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24+ | Total | |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | 22,000 | | | 22,000 | |
| TOTAL | | | | | 22,000 | | | 22,000 | |

| | | | | | | | | | |
|--|----------------|----------------------------|--------------------------|----------------------|--|-----------------------------|-----------------|-----------------------|--------|
| Amendment (Existing Project) No | | | | | Date: | 9/20/17 | | | |
| District | | EA | Project ID | | PPNO | MPO ID | | Alt Proj. ID | |
| 04 | | | | | | | | | |
| County | Route/Corridor | | PM Bk | PM Ahd | Project Sponsor/Lead Agency | | | | |
| SF | 80, 101, 280 | | | | San Francisco Municipal Transportation Agency | | | | |
| | | | | | MPO | | Element | | |
| | | | | | MTC | | Mass Transit | | |
| Project Manager/Contact | | | Phone | | E-mail Address | | | | |
| Joel Goldberg | | | 415-646-2520 | | joel.goldberg@sfmta.com | | | | |
| Project Title | | | | | | | | | |
| Restoration of SFMTA Light Rail Lines Project - 2021 Program | | | | | | | | | |
| Location (Project Limits), Description (Scope of Work) | | | | | | | | | |
| Project limits are the City and County of San Francisco. The project will replace and restore components of SFMTA's light rail system in 2021, including rail, overhead catenary systems (OCS), and special track work locations along Muni Metro and surface street lines. Major improvements could include the purchase and installation of a crossovers; purchase and replacement of curved rail; replacement and tamping of ties and ballasts; installation of guardrail where required for safety; re-tamping and aligning trackway. Detailed project scope to be identified through the City's Capital Improvement Program development process in 2018 and refined through the environmental review process. | | | | | | | | | |
| Component | | Implementing Agency | | | | | | | |
| PA&ED | | SFMTA | | | | | | | |
| PS&E | | SFMTA | | | | | | | |
| Right of Way | | SFMTA | | | | | | | |
| Construction | | SFMTA | | | | | | | |
| Legislative Districts | | | | | | | | | |
| Assembly: | | 17, 19 | | Senate: | | 11 | | Congressional: | 12, 14 |
| Project Benefits | | | | | | | | | |
| The expected project benefits are improved reliability and safety as well as travel time savings associated with better maintained way. The State's share of funding will be leveraged greatly with every dollar of state-only funding leverage 4 dollars of Federal Transit Administration grant funds, i.e., 80%:20% match ratio. | | | | | | | | | |
| Purpose and Need | | | | | | | | | |
| The SFMTA's light rail system is the core of its Muni transit operations. It is coterminous with BART's four downtown stations and extends to nearly every corner of the City via underground (Muni Metro) and surface street car alignments. Currently the SFMTA is expanding its light rail fleet by 64 - 68 vehicles over the next few years with 18 of the LRVs being purchased using State Cap-and-Trade TIRCP funds. To expand its service, the SFMTA must ensure that its railway is in a state of good repair. Accordingly, every year the SFMTA prioritizes its railway reinvestment needs to fine tune its ongoing State of Good Repair Program into annual projects. | | | | | | | | | |
| Category | | | Outputs/Outcomes | | | Unit | Total | | |
| Intercity Rail/Mass Trans | | | TBD | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| ADA Improvements No | | | Bike/Ped Improvements No | | | Reversible Lane analysis No | | | |
| Includes Sustainable Communities Strategy Goals Yes | | | | | Reduces Greenhouse Gas Emissions Yes | | | | |
| Project Milestone | | | | | | Existing | Proposed | | |
| Project Study Report Approved | | | | | | | | | |
| Begin Environmental (PA&ED) Phase | | | | | | NA | 03/01/20 | | |
| Circulate Draft Environmental Document | | | | Document Type | | CE/CE | NA | NA | |
| Draft Project Report | | | | | | NA | NA | | |
| End Environmental Phase (PA&ED Milestone) | | | | | | NA | 06/30/20 | | |
| Begin Design (PS&E) Phase | | | | | | NA | 07/01/20 | | |
| End Design Phase (Ready to List for Advertisement Milestone) | | | | | | NA | 06/01/21 | | |
| Begin Right of Way Phase | | | | | | NA | NA | | |
| End Right of Way Phase (Right of Way Certification Milestone) | | | | | | NA | NA | | |
| Begin Construction Phase (Contract Award Milestone) | | | | | | NA | 12/01/21 | | |
| End Construction Phase (Construction Contract Acceptance Milestone) | | | | | | NA | 12/01/24 | | |
| Begin Closeout Phase | | | | | | NA | 01/01/25 | | |
| End Closeout Phase (Closeout Report) | | | | | | NA | 01/01/27 | | |

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 9/20/17

Additional Information

Note that project is requesting state-only funds because the STIP funds would be used as a match to leverage FTA 5337 Fixed Guideways programs funds. Otherwise the project could not match the FTA grant with S-STP federal funding.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 9/20/17

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|--|--------|--------------|----|------------|------|----------|
| 04 | SF | 80, 101, 280 | | | | |
| Project Title: Restoration of SFMTA Light Rail Lines Project - 2021 Program | | | | | | |

| Existing Total Project Cost (\$1,000s) | | | | | | | | | Implementing Agency |
|--|-------|-------|-------|-------|--------|-------|--------|--------|---------------------|
| Component | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24+ | Total | |
| E&P (PA&ED) | | | | | | | | | SFMTA |
| PS&E | | | | | | | | | SFMTA |
| R/W SUP (CT) | | | | | | | | | SFMTA |
| CON SUP (CT) | | | | | | | | | SFMTA |
| R/W | | | | | | | | | SFMTA |
| CON | | | | | | | | | SFMTA |
| TOTAL | | | | | | | | | |
| Proposed Total Project Cost (\$1,000s) | | | | | | | | | Notes |
| Component | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24+ | Total | |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | 41,260 | | | 41,260 | |
| TOTAL | | | | | 41,260 | | | 41,260 | |

| Fund No. 1: | RTIP | | | | | | | | Program Code |
|-----------------------------|-------|-------|-------|-------|-------|-------|--------|-------|----------------|
| Existing Funding (\$1,000s) | | | | | | | | | Funding Agency |
| Component | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24+ | Total | |
| E&P (PA&ED) | | | | | | | | | CTC |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |
| Proposed Funding (\$1,000s) | | | | | | | | | Notes |
| Component | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24+ | Total | |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | 8,252 | | | 8,252 | |
| TOTAL | | | | | 8,252 | | | 8,252 | |

| Fund No. 2: | FTA 5337 Fixed Guideways | | | | | | | | Program Code |
|-----------------------------|--------------------------|-------|-------|-------|--------|-------|--------|--------|----------------|
| Existing Funding (\$1,000s) | | | | | | | | | Funding Agency |
| Component | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24+ | Total | |
| E&P (PA&ED) | | | | | | | | | FTA |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |
| Proposed Funding (\$1,000s) | | | | | | | | | Notes |
| Component | Prior | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24+ | Total | |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | 33,008 | | | 33,008 | |
| TOTAL | | | | | 33,008 | | | 33,008 | |

Attachment 5
Prop K 5-Year Project List
Guideways - Muni
Programming and Allocations to Date
 Pending October 24, 2017 Board Approval

| 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 | Planned | | | | \$704,000 | | \$704,000 |
| SFMTA | Overhead System Rehab/Replacement | CON | Programmed | | | | | \$1,481,100 | \$1,481,100 |
| SFMTA | Twin Peaks Tunnel Trackway Improvements ² | CON | Allocated | | | \$4,149,113 | | | \$4,149,113 |
| SFMTA | Twin Peaks Tunnel Trackway Improvements ² | PS&E/ CON | Programmed | | | | \$3,550,887 | | \$3,550,887 |
| SFMTA | Rail Grinding ¹ | CON | Allocated | | | \$1,036,400 | | | \$1,036,400 |
| SFMTA | Muni Metro Rail Replacement Program ² | PS&E/ CON | Planned | | | | \$176,493 | | \$176,493 |
| SFMTA | Muni Metro Rail Replacement Program | PS&E/ CON | Planned | | | | | \$11,011,556 | \$11,011,556 |
| SFMTA | New Backup Vehicle Control Center | CON | Programmed | | | \$0 | | \$0 | \$0 |
| SFMTA | Cable Car Infrastructure | PS&E/ CON | Planned | | | | \$1,404,000 | | \$1,404,000 |
| SFMTA | Van Ness Improvement ^{2,3} | CON | Allocated | | | \$5,716,000 | | | \$5,716,000 |
| SFMTA | 33 Stanyan Overhead Phase II ⁴ | CON | Allocated | | | \$1,365,500 | | | \$1,365,500 |
| SFMTA | Cable Car Propulsion Gearboxes ⁴ | CON | Allocated | | | \$1,280,000 | | | \$1,280,000 |
| SFMTA | Subway Wiring - Van Ness Station ⁴ | CON | Programmed | | | \$295,400 | | | \$295,400 |
| SFMTA | Subway Wiring - Van Ness Station ⁴ | CON | Allocated | | | \$634,600 | | | \$634,600 |
| SFMTA | 19th Avenue M-Line Curved Track Replacement ⁴ | CON | Allocated | | | \$1,278,000 | | | \$1,278,000 |
| SFMTA | Muni Metro System Replacements and Upgrades ⁴ | CON | Programmed | | | \$1,000,000 | | | \$1,000,000 |
| SFMTA | Central Subway RTIP Fund Exchange ⁵ | CON | Planned | | | | \$13,752,000 | | \$13,752,000 |

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

Programming and Allocations to Date

Pending October 24, 2017 Board Approval

| Agency | Project Name | Phase | Status | Fiscal Year | | | Total | | |
|--------|--|-------|--------|-------------|-------------|--------------|--------------|--------------|--------------|
| | | | | 2014/15 | 2015/16 | 2016/17 | | 2017/18 | 2018/19 |
| | Programmed in 5YPP | | | \$0 | \$0 | \$17,108,943 | \$19,587,380 | \$12,492,656 | \$49,188,979 |
| | Total Allocated and Pending in 5YPP | | | \$0 | \$0 | \$15,459,613 | \$0 | \$0 | \$15,459,613 |
| | Total Deobligated in 5YPP | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Total Unallocated in 5YPP | | | \$0 | \$0 | \$1,649,330 | \$19,587,380 | \$12,492,656 | \$33,729,366 |
| | Total Programmed in 2014 Strategic Plan, as amended | | | \$0 | \$5,716,000 | \$10,874,512 | \$19,587,380 | \$12,492,656 | \$48,670,548 |
| | Deobligated from Prior 5YPP Cycles ** | | | \$563,431 | | | | | \$563,431 |
| | Cumulative Remaining Programming Capacity | | | \$563,431 | \$6,279,431 | \$45,000 | \$45,000 | \$45,000 | \$45,000 |

| |
|---|
| Programmed |
| Pending Allocation/Appropriation |
| Board Approved Allocation/Appropriation |

Footnotes

¹ 5YPP Amendment to fund Rail Grinding (Res. 16-060, 06.28.2016):

Muni Metro Rail Replacement Program: Reduced by \$1,036,400 in Fiscal Year 2016/17.

Rail Grinding: Added project with \$1,036,400 in Fiscal Year 2016/17 funds for construction.

² 5YPP Amendment to fund Twin Peaks Tunnel Trackway Improvements (Res. 17-002, 07.26.2016):

Muni Metro Rail Replacement Program: Reduced placeholders by \$3,585,682 in Fiscal Year 2016/17 and \$3,550,887 in Fiscal Year 2017/18.

Cumulative remaining programming capacity from funds deobligated from prior cycles: Reduced by \$563,431.

Twin Peaks Tunnel Trackway Improvements: Added project with \$4,149,113 in FY 2016/17 and \$3,550,887 in FY 2017/18 for construction with 100% cash flow.

Van Ness Bus Rapid Transit Overhead Component: Reduced cash flow by \$3,081,388 in Fiscal Year 2016/17 and \$767,733 in Fiscal Year 2017/18 and increased cash flow by same amount in Fiscal Year 2018/19. Project will not complete construction until Fiscal Year 2018/19. Shift in cash flow to accommodate the Twin Peaks Tunnel Trackway Improvements.

³ Van Ness Improvement (renamed from Van Ness BRT Overhead Component): \$5,716,000 programmed in FY 15/16 was allocated in FY 16/17 (Res. 17-002, 07.26.2016).

⁴ Strategic Plan and comprehensive 5YPP Amendment to accommodate SFMTA's 33 Stanyan Overhead Phase II, Cable Car Propulsion Gearboxes, Subway Replacement Wiring - Van Ness, 19th Avenue M-Line Curved Track Replacement and Muni Metro System Replacements and Upgrades projects (Res. 17-006, 09.27.2016).

⁵ Strategic Plan/5YPP Amendments to fund the Central Subway RTIP Fund Exchange project (Res. 18-XXX, 10.24.2017).

Fund Exchange to honor the Transportation Authority's outstanding Regional Transportation Improvement Program (RTIP) funding commitment to the Central Subway project: We are recommending programming \$13.752 million in San Francisco RTIP funds to the Restoration of SFMTA Light Rail Lines project and programming an equal amount of Prop K funds in the Muni Guideways 5YPP to partially fund the Central Subway's project contingency as included in the Board-adopted \$1.579 billion project budget.

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

Programming and Allocations to Date

Pending October 24, 2017 Board Approval

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

Strategic Plan/5YPP Amendments: Added project with \$13.752 million in FY 2017/18. Funds made available through Strategic Plan amendment that advances funds from future fiscal years.

Condition: Allocation of Prop K funds to the Central Subway RTIP Fund Exchange project are conditioned upon future CTC approval of the proposed RTIP programming for SFMTA's Restoration of SFMTA Light Rail Lines (anticipated March 2018).

**Prop K 5-Year Project List
Guideways - Muni
Cash Flow (\$) Maximum Annual Reimbursement**

| Project Name | Phase | Fiscal Year | | | | | | | | | | Total | |
|---|--------------|-------------|---------|-------------|-------------|-------------|---------|---------|--|-------------|-------------|-------|--------------|
| | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | | | | | |
| Overhead System Rehab/Replacement | CON | | | \$117,977 | \$117,977 | \$117,976 | | | | | | | \$353,930 |
| Overhead System Rehab/Replacement | CON | | | | \$50,000 | \$100,000 | | | | \$250,000 | \$304,000 | | \$704,000 |
| Overhead System Rehab/Replacement | CON | | | | | \$493,700 | | | | \$493,700 | | | \$1,481,100 |
| Twin Peaks Tunnel Trackway Improvements 2 | CON | | | \$4,149,113 | \$0 | \$0 | | | | | | | \$4,149,113 |
| Twin Peaks Tunnel Trackway Improvements 2 | PS&E/ CON | | | | \$3,550,887 | \$0 | | | | \$0 | | | \$3,550,887 |
| Rail Grinding 1 | CON | | | \$600,000 | \$436,400 | | | | | | | | \$1,036,400 |
| Muni Metro Rail Replacement Program 2 | PS&E/ CON | | | | \$176,493 | | | | | | | | \$176,493 |
| Muni Metro Rail Replacement Program | PS&E/ CON | | | | | \$2,674,673 | | | | \$3,174,673 | \$5,162,210 | | \$11,011,556 |
| New Backup Vehicle Control Center | CON | | | | | | | | | | | | \$0 |
| Cable Car Infrastructure | PS&E/ CON | | | | \$468,000 | \$768,000 | | | | \$168,000 | | | \$1,404,000 |
| Van Ness Improvement 2, 3 | CON | | \$0 | \$0 | \$1,866,879 | \$3,849,121 | | | | | | | \$5,716,000 |
| 33 Sanyan Overhead Phase II 4 | CON | | | \$750,000 | \$615,500 | \$0 | | | | | | | \$1,365,500 |
| Cable Car Propulsion Gearboxes 4 | CON | | | \$117,000 | \$465,000 | \$465,000 | | | | \$233,000 | | | \$1,280,000 |
| Subway Wiring - Van Ness Station 4 | CON | | | \$0 | \$295,400 | \$0 | | | | | | | \$295,400 |
| Subway Wiring - Van Ness Station 4 | CON | | | \$150,000 | \$484,600 | | | | | | | | \$634,600 |
| 19th Avenue M-Line Curved Track Replacement 4 | CON | | | | \$1,278,000 | | | | | | | | \$1,278,000 |
| Muni Metro System Replacements and Upgrades 4 | CON | | | \$250,000 | \$750,000 | | | | | | | | \$1,000,000 |
| Central Subway RTIP Fund Exchange 5 | CON | | | | \$5,770,000 | \$7,982,000 | | | | | | | \$13,752,000 |

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

Cash Flow (\$) Maximum Annual Reimbursement

| Project Name | Phase | Fiscal Year | | | | | | | | | Total |
|--|-------|-------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|----------|-------|
| | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | | | |
| Cash Flow Programmed in 5YPP | | \$0 | \$0 | \$6,134,090 | \$16,325,136 | \$16,450,470 | \$4,319,373 | \$5,959,910 | \$49,188,979 | | |
| Total Cash Flow Allocated | | \$0 | \$0 | \$5,766,113 | \$5,146,379 | \$4,314,121 | \$233,000 | \$0 | \$15,459,613 | | |
| Total Cash Flow Deobligated | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| Total Cash Flow Unallocated | | \$0 | \$0 | \$367,977 | \$11,178,757 | \$12,136,349 | \$4,086,373 | \$5,959,910 | \$33,729,366 | | |
| Cash Flow Programmed in 2014 Strategic Plan, as amended | | | \$1,886,280 | \$5,528,344 | \$14,650,399 | \$16,326,242 | \$4,319,373 | \$5,959,910 | \$48,670,548 | | |
| Deobligated from Prior 5YPP Cycles ** | | \$563,431 | | | | | | | \$563,431 | | |
| Cumulative Remaining Cash Flow Capacity | | \$563,431 | \$2,449,711 | \$1,843,965 | \$169,228 | \$45,000 | \$45,000 | \$45,000 | \$45,000 | \$45,000 | |

| |
|---|
| Programmed |
| Pending Allocation/Appropriation |
| Board Approved Allocation/Appropriation |

Attachment 6
Adopted and Proposed Amended Strategic Plan
 Pending October 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 | | | | | | |
|--|-------------------------|-----------------------|---|--|-------------|------------------|---------------|----------------|--------------|-------------------------|---------------|---------------|--------------|---------------|---------------|---------------|
| Adopted 2014 Prop K Strategic Plan - Amendment 8 (Pending) | | | | | | | | | | | | | | | | |
| 22M | Guideways - MUNI | \$ 308,336,303 | 5.77% | <table border="1"> <tr><td>Programming</td><td>\$ 291,660,626</td></tr> <tr><td>Finance Costs</td><td>\$ 17,792,057</td></tr> <tr><td>Total</td><td>\$ 309,452,683</td></tr> </table> | Programming | \$ 291,660,626 | Finance Costs | \$ 17,792,057 | Total | \$ 309,452,683 | \$ 5,835,380 | \$ 12,492,656 | \$ 7,800,000 | \$ 8,034,000 | \$ 8,275,020 | \$ 8,523,271 |
| Programming | \$ 291,660,626 | | | | | | | | | | | | | | | |
| Finance Costs | \$ 17,792,057 | | | | | | | | | | | | | | | |
| Total | \$ 309,452,683 | | | | | | | | | | | | | | | |
| | | | | <table border="1"> <tr><td>Programming</td><td>\$ 585,008</td></tr> <tr><td>Finance Costs</td><td>\$ 1,526,495</td></tr> <tr><td>Total</td><td>\$ 9,708,715</td></tr> </table> | Programming | \$ 585,008 | Finance Costs | \$ 1,526,495 | Total | \$ 9,708,715 | \$ 768,171 | \$ 566,891 | \$ 838,508 | \$ 9,560,495 | \$ 1,433,695 | \$ 1,421,928 |
| Programming | \$ 585,008 | | | | | | | | | | | | | | | |
| Finance Costs | \$ 1,526,495 | | | | | | | | | | | | | | | |
| Total | \$ 9,708,715 | | | | | | | | | | | | | | | |
| | | | | <table border="1"> <tr><td>Programming</td><td>\$ 8,034,000</td></tr> <tr><td>Finance Costs</td><td>\$ 1,526,495</td></tr> <tr><td>Total</td><td>\$ 9,560,495</td></tr> </table> | Programming | \$ 8,034,000 | Finance Costs | \$ 1,526,495 | Total | \$ 9,560,495 | \$ 6,603,551 | \$ 13,059,547 | \$ 8,385,008 | \$ 9,560,495 | \$ 9,708,715 | \$ 9,945,198 |
| Programming | \$ 8,034,000 | | | | | | | | | | | | | | | |
| Finance Costs | \$ 1,526,495 | | | | | | | | | | | | | | | |
| Total | \$ 9,560,495 | | | | | | | | | | | | | | | |
| TOTAL | | | | <table border="1"> <tr><td>Programming</td><td>\$ 291,660,626</td></tr> <tr><td>Finance Costs</td><td>\$ 17,792,057</td></tr> <tr><td>Total</td><td>\$ 309,452,683</td></tr> </table> | Programming | \$ 291,660,626 | Finance Costs | \$ 17,792,057 | Total | \$ 309,452,683 | \$ 5,835,380 | \$ 12,492,656 | \$ 7,800,000 | \$ 8,034,000 | \$ 8,275,020 | \$ 8,523,271 |
| Programming | \$ 291,660,626 | | | | | | | | | | | | | | | |
| Finance Costs | \$ 17,792,057 | | | | | | | | | | | | | | | |
| Total | \$ 309,452,683 | | | | | | | | | | | | | | | |
| | | | | <table border="1"> <tr><td>Programming</td><td>\$ 585,008</td></tr> <tr><td>Finance Costs</td><td>\$ 1,526,495</td></tr> <tr><td>Total</td><td>\$ 9,708,715</td></tr> </table> | Programming | \$ 585,008 | Finance Costs | \$ 1,526,495 | Total | \$ 9,708,715 | \$ 768,171 | \$ 566,891 | \$ 838,508 | \$ 9,560,495 | \$ 1,433,695 | \$ 1,421,928 |
| Programming | \$ 585,008 | | | | | | | | | | | | | | | |
| Finance Costs | \$ 1,526,495 | | | | | | | | | | | | | | | |
| Total | \$ 9,708,715 | | | | | | | | | | | | | | | |
| | | | | <table border="1"> <tr><td>Programming</td><td>\$ 8,034,000</td></tr> <tr><td>Finance Costs</td><td>\$ 1,526,495</td></tr> <tr><td>Total</td><td>\$ 9,560,495</td></tr> </table> | Programming | \$ 8,034,000 | Finance Costs | \$ 1,526,495 | Total | \$ 9,560,495 | \$ 6,603,551 | \$ 13,059,547 | \$ 8,385,008 | \$ 9,560,495 | \$ 9,708,715 | \$ 9,945,198 |
| Programming | \$ 8,034,000 | | | | | | | | | | | | | | | |
| Finance Costs | \$ 1,526,495 | | | | | | | | | | | | | | | |
| Total | \$ 9,560,495 | | | | | | | | | | | | | | | |
| Proposed 2014 Prop K Strategic Plan - Amendment 9 (Current Request) | | | | | | | | | | | | | | | | |
| 22M | Guideways - MUNI | \$ 308,335,332 | 8.93% | <table border="1"> <tr><td>Programming</td><td>\$ 280,758,363</td></tr> <tr><td>Finance Costs</td><td>\$ 27,545,489</td></tr> <tr><td>Total</td><td>\$ 308,303,852</td></tr> </table> | Programming | \$ 280,758,363 | Finance Costs | \$ 27,545,489 | Total | \$ 308,303,852 | \$ 19,587,380 | \$ 12,492,656 | \$ 7,800,000 | \$ 8,034,000 | \$ 8,275,020 | \$ 8,523,271 |
| Programming | \$ 280,758,363 | | | | | | | | | | | | | | | |
| Finance Costs | \$ 27,545,489 | | | | | | | | | | | | | | | |
| Total | \$ 308,303,852 | | | | | | | | | | | | | | | |
| | | | | <table border="1"> <tr><td>Programming</td><td>\$ 841,103</td></tr> <tr><td>Finance Costs</td><td>\$ 2,129,631</td></tr> <tr><td>Total</td><td>\$ 2,970,734</td></tr> </table> | Programming | \$ 841,103 | Finance Costs | \$ 2,129,631 | Total | \$ 2,970,734 | \$ 921,587 | \$ 844,271 | \$ 841,103 | \$ 2,129,631 | \$ 2,020,125 | \$ 2,035,246 |
| Programming | \$ 841,103 | | | | | | | | | | | | | | | |
| Finance Costs | \$ 2,129,631 | | | | | | | | | | | | | | | |
| Total | \$ 2,970,734 | | | | | | | | | | | | | | | |
| | | | | <table border="1"> <tr><td>Programming</td><td>\$ 8,034,000</td></tr> <tr><td>Finance Costs</td><td>\$ 10,163,631</td></tr> <tr><td>Total</td><td>\$ 18,197,631</td></tr> </table> | Programming | \$ 8,034,000 | Finance Costs | \$ 10,163,631 | Total | \$ 18,197,631 | \$ 20,508,967 | \$ 13,336,927 | \$ 8,641,103 | \$ 10,163,631 | \$ 10,295,145 | \$ 10,558,516 |
| Programming | \$ 8,034,000 | | | | | | | | | | | | | | | |
| Finance Costs | \$ 10,163,631 | | | | | | | | | | | | | | | |
| Total | \$ 18,197,631 | | | | | | | | | | | | | | | |
| TOTAL | | | | <table border="1"> <tr><td>Programming</td><td>\$ 280,758,363</td></tr> <tr><td>Finance Costs</td><td>\$ 27,545,489</td></tr> <tr><td>Total</td><td>\$ 308,303,852</td></tr> </table> | Programming | \$ 280,758,363 | Finance Costs | \$ 27,545,489 | Total | \$ 308,303,852 | \$ 19,587,380 | \$ 12,492,656 | \$ 7,800,000 | \$ 8,034,000 | \$ 8,275,020 | \$ 8,523,271 |
| Programming | \$ 280,758,363 | | | | | | | | | | | | | | | |
| Finance Costs | \$ 27,545,489 | | | | | | | | | | | | | | | |
| Total | \$ 308,303,852 | | | | | | | | | | | | | | | |
| | | | | <table border="1"> <tr><td>Programming</td><td>\$ 841,103</td></tr> <tr><td>Finance Costs</td><td>\$ 2,129,631</td></tr> <tr><td>Total</td><td>\$ 2,970,734</td></tr> </table> | Programming | \$ 841,103 | Finance Costs | \$ 2,129,631 | Total | \$ 2,970,734 | \$ 921,587 | \$ 844,271 | \$ 841,103 | \$ 2,129,631 | \$ 2,020,125 | \$ 2,035,246 |
| Programming | \$ 841,103 | | | | | | | | | | | | | | | |
| Finance Costs | \$ 2,129,631 | | | | | | | | | | | | | | | |
| Total | \$ 2,970,734 | | | | | | | | | | | | | | | |
| | | | | <table border="1"> <tr><td>Programming</td><td>\$ 8,034,000</td></tr> <tr><td>Finance Costs</td><td>\$ 10,163,631</td></tr> <tr><td>Total</td><td>\$ 18,197,631</td></tr> </table> | Programming | \$ 8,034,000 | Finance Costs | \$ 10,163,631 | Total | \$ 18,197,631 | \$ 20,508,967 | \$ 13,336,927 | \$ 8,641,103 | \$ 10,163,631 | \$ 10,295,145 | \$ 10,558,516 |
| Programming | \$ 8,034,000 | | | | | | | | | | | | | | | |
| Finance Costs | \$ 10,163,631 | | | | | | | | | | | | | | | |
| Total | \$ 18,197,631 | | | | | | | | | | | | | | | |
| Change | | \$ (970) | 3.16% | <table border="1"> <tr><td>Programming</td><td>\$ (10,902,263)</td></tr> <tr><td>Finance Costs</td><td>\$ 9,753,432</td></tr> <tr><td>Total</td><td>\$ (1,148,830)</td></tr> </table> | Programming | \$ (10,902,263) | Finance Costs | \$ 9,753,432 | Total | \$ (1,148,830) | \$ 13,752,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Programming | \$ (10,902,263) | | | | | | | | | | | | | | | |
| Finance Costs | \$ 9,753,432 | | | | | | | | | | | | | | | |
| Total | \$ (1,148,830) | | | | | | | | | | | | | | | |
| | | | | <table border="1"> <tr><td>Programming</td><td>\$ 586,430</td></tr> <tr><td>Finance Costs</td><td>\$ 586,430</td></tr> <tr><td>Total</td><td>\$ 1,172,860</td></tr> </table> | Programming | \$ 586,430 | Finance Costs | \$ 586,430 | Total | \$ 1,172,860 | \$ 153,415 | \$ 277,381 | \$ 256,095 | \$ 603,136 | \$ 586,430 | \$ 613,318 |
| Programming | \$ 586,430 | | | | | | | | | | | | | | | |
| Finance Costs | \$ 586,430 | | | | | | | | | | | | | | | |
| Total | \$ 1,172,860 | | | | | | | | | | | | | | | |
| | | | | <table border="1"> <tr><td>Programming</td><td>\$ 603,136</td></tr> <tr><td>Finance Costs</td><td>\$ 603,136</td></tr> <tr><td>Total</td><td>\$ 1,206,272</td></tr> </table> | Programming | \$ 603,136 | Finance Costs | \$ 603,136 | Total | \$ 1,206,272 | \$ 13,905,415 | \$ 277,381 | \$ 256,095 | \$ 603,136 | \$ 586,430 | \$ 613,318 |
| Programming | \$ 603,136 | | | | | | | | | | | | | | | |
| Finance Costs | \$ 603,136 | | | | | | | | | | | | | | | |
| Total | \$ 1,206,272 | | | | | | | | | | | | | | | |
| TOTAL | | | | <table border="1"> <tr><td>Programming</td><td>\$ (10,902,263)</td></tr> <tr><td>Finance Costs</td><td>\$ 9,753,432</td></tr> <tr><td>Total</td><td>\$ (1,148,830)</td></tr> </table> | Programming | \$ (10,902,263) | Finance Costs | \$ 9,753,432 | Total | \$ (1,148,830) | \$ 13,752,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Programming | \$ (10,902,263) | | | | | | | | | | | | | | | |
| Finance Costs | \$ 9,753,432 | | | | | | | | | | | | | | | |
| Total | \$ (1,148,830) | | | | | | | | | | | | | | | |
| | | | | <table border="1"> <tr><td>Programming</td><td>\$ 586,430</td></tr> <tr><td>Finance Costs</td><td>\$ 586,430</td></tr> <tr><td>Total</td><td>\$ 1,172,860</td></tr> </table> | Programming | \$ 586,430 | Finance Costs | \$ 586,430 | Total | \$ 1,172,860 | \$ 153,415 | \$ 277,381 | \$ 256,095 | \$ 603,136 | \$ 586,430 | \$ 613,318 |
| Programming | \$ 586,430 | | | | | | | | | | | | | | | |
| Finance Costs | \$ 586,430 | | | | | | | | | | | | | | | |
| Total | \$ 1,172,860 | | | | | | | | | | | | | | | |
| | | | | <table border="1"> <tr><td>Programming</td><td>\$ 603,136</td></tr> <tr><td>Finance Costs</td><td>\$ 603,136</td></tr> <tr><td>Total</td><td>\$ 1,206,272</td></tr> </table> | Programming | \$ 603,136 | Finance Costs | \$ 603,136 | Total | \$ 1,206,272 | \$ 13,905,415 | \$ 277,381 | \$ 256,095 | \$ 603,136 | \$ 586,430 | \$ 613,318 |
| Programming | \$ 603,136 | | | | | | | | | | | | | | | |
| Finance Costs | \$ 603,136 | | | | | | | | | | | | | | | |
| Total | \$ 1,206,272 | | | | | | | | | | | | | | | |
| Prop K Total | | | | | | | | | | | | | | | | |
| Adopted 2014 Prop K Strategic Plan - Amendment 8 (Pending) | | | | | | | | | | | | | | | | |
| | | \$ 2,922,175,227 | 8.55% | <table border="1"> <tr><td>Programming</td><td>\$ 2,536,973,769</td></tr> <tr><td>Finance Costs</td><td>\$ 249,975,399</td></tr> <tr><td>Total</td><td>\$ 2,786,889,168</td></tr> </table> | Programming | \$ 2,536,973,769 | Finance Costs | \$ 249,975,399 | Total | \$ 2,786,889,168 | | | | | | |
| Programming | \$ 2,536,973,769 | | | | | | | | | | | | | | | |
| Finance Costs | \$ 249,975,399 | | | | | | | | | | | | | | | |
| Total | \$ 2,786,889,168 | | | | | | | | | | | | | | | |
| | | | | <table border="1"> <tr><td>Programming</td><td>\$ 2,526,071,506</td></tr> <tr><td>Finance Costs</td><td>\$ 255,546,843</td></tr> <tr><td>Total</td><td>\$ 2,781,618,349</td></tr> </table> | Programming | \$ 2,526,071,506 | Finance Costs | \$ 255,546,843 | Total | \$ 2,781,618,349 | | | | | | |
| Programming | \$ 2,526,071,506 | | | | | | | | | | | | | | | |
| Finance Costs | \$ 255,546,843 | | | | | | | | | | | | | | | |
| Total | \$ 2,781,618,349 | | | | | | | | | | | | | | | |
| Proposed 2014 Prop K Strategic Plan - Amendment 9 (Current Request) | | | | | | | | | | | | | | | | |
| | | \$ 2,922,166,829 | 8.75% | <table border="1"> <tr><td>Programming</td><td>\$ 2,526,071,506</td></tr> <tr><td>Finance Costs</td><td>\$ 255,546,843</td></tr> <tr><td>Total</td><td>\$ 2,781,618,349</td></tr> </table> | Programming | \$ 2,526,071,506 | Finance Costs | \$ 255,546,843 | Total | \$ 2,781,618,349 | | | | | | |
| Programming | \$ 2,526,071,506 | | | | | | | | | | | | | | | |
| Finance Costs | \$ 255,546,843 | | | | | | | | | | | | | | | |
| Total | \$ 2,781,618,349 | | | | | | | | | | | | | | | |
| | | | | <table border="1"> <tr><td>Programming</td><td>\$ 2,526,071,506</td></tr> <tr><td>Finance Costs</td><td>\$ 255,546,843</td></tr> <tr><td>Total</td><td>\$ 2,781,618,349</td></tr> </table> | Programming | \$ 2,526,071,506 | Finance Costs | \$ 255,546,843 | Total | \$ 2,781,618,349 | | | | | | |
| Programming | \$ 2,526,071,506 | | | | | | | | | | | | | | | |
| Finance Costs | \$ 255,546,843 | | | | | | | | | | | | | | | |
| Total | \$ 2,781,618,349 | | | | | | | | | | | | | | | |
| Change | | \$ (8,398) | 0.19% | <table border="1"> <tr><td>Programming</td><td>\$ (10,902,263)</td></tr> <tr><td>Finance Costs</td><td>\$ 5,631,444</td></tr> <tr><td>Total</td><td>\$ (5,270,819)</td></tr> </table> | Programming | \$ (10,902,263) | Finance Costs | \$ 5,631,444 | Total | \$ (5,270,819) | | | | | | |
| Programming | \$ (10,902,263) | | | | | | | | | | | | | | | |
| Finance Costs | \$ 5,631,444 | | | | | | | | | | | | | | | |
| Total | \$ (5,270,819) | | | | | | | | | | | | | | | |

Adopted and Proposed Amended Strategic Plan

Pending October 2017 Board Action

| FY2023/24 | FY2024/25 | FY2025/26 | FY2026/27 | FY2027/28 | FY2028/29 | FY2029/30 | FY2030/31 | FY2031/32 | FY2032/33 | FY2033/34 |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|-----------------|----------------|
| \$ 8,778,969 | \$ 9,042,338 | \$ 9,313,608 | \$ 9,593,016 | \$ 9,880,807 | \$ 10,177,231 | \$ 10,482,548 | \$ 10,797,024 | \$ 11,120,935 | \$ 11,454,563 | \$ 5,899,700 |
| \$ 1,303,518 | \$ 1,176,798 | \$ 1,115,251 | \$ 1,168,555 | \$ 1,131,191 | \$ 1,100,479 | \$ 1,074,294 | \$ 973,345 | \$ 924,693 | \$ 1,225,359 | \$ 48,732 |
| \$ 10,082,487 | \$ 10,219,136 | \$ 10,428,859 | \$ 10,761,571 | \$ 11,011,998 | \$ 11,277,710 | \$ 11,556,842 | \$ 11,770,369 | \$ 12,045,628 | \$ 12,679,922 | \$ 5,948,432 |
| \$ 8,778,969 | \$ 9,042,338 | \$ 9,313,608 | \$ 9,593,016 | \$ 9,880,807 | \$ 10,177,231 | \$ 10,482,548 | \$ 10,797,024 | \$ 11,120,935 | \$ 11,454,563 | \$ 5,899,700 |
| \$ 1,303,518 | \$ 1,176,798 | \$ 1,115,251 | \$ 1,168,555 | \$ 1,131,191 | \$ 1,100,479 | \$ 1,074,294 | \$ 973,345 | \$ 924,693 | \$ 1,225,359 | \$ 48,732 |
| \$ 10,082,487 | \$ 10,219,136 | \$ 10,428,859 | \$ 10,761,571 | \$ 11,011,998 | \$ 11,277,710 | \$ 11,556,842 | \$ 11,770,369 | \$ 12,045,628 | \$ 12,679,922 | \$ 5,948,432 |
| \$ 8,778,969 | \$ 9,042,338 | \$ 9,313,608 | \$ 9,593,016 | \$ 9,880,807 | \$ 10,177,231 | \$ 10,482,548 | \$ 10,797,024 | \$ 3,820,935 | \$ - | \$ - |
| \$ 1,935,944 | \$ 1,781,626 | \$ 1,726,961 | \$ 1,864,132 | \$ 1,840,124 | \$ 1,852,268 | \$ 1,953,879 | \$ 1,954,264 | \$ 1,792,034 | \$ 1,802,961 | \$ - |
| \$ 10,714,913 | \$ 10,823,964 | \$ 11,040,569 | \$ 11,457,148 | \$ 11,720,931 | \$ 12,029,498 | \$ 12,436,427 | \$ 12,751,288 | \$ 5,612,969 | \$ 1,802,961 | \$ - |
| \$ 8,778,969 | \$ 9,042,338 | \$ 9,313,608 | \$ 9,593,016 | \$ 9,880,807 | \$ 10,177,231 | \$ 10,482,548 | \$ 10,797,024 | \$ 3,820,935 | \$ - | \$ - |
| \$ 1,935,944 | \$ 1,781,626 | \$ 1,726,961 | \$ 1,864,132 | \$ 1,840,124 | \$ 1,852,268 | \$ 1,953,879 | \$ 1,954,264 | \$ 1,792,034 | \$ 1,802,961 | \$ - |
| \$ 10,714,913 | \$ 10,823,964 | \$ 11,040,569 | \$ 11,457,148 | \$ 11,720,931 | \$ 12,029,498 | \$ 12,436,427 | \$ 12,751,288 | \$ 5,612,969 | \$ 1,802,961 | \$ - |
| \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| \$ 632,425 | \$ 604,828 | \$ 611,710 | \$ 695,577 | \$ 708,933 | \$ 751,788 | \$ 879,585 | \$ 980,919 | \$ 867,341 | \$ 577,602 | \$ (48,732) |
| \$ 632,425 | \$ 604,828 | \$ 611,710 | \$ 695,577 | \$ 708,933 | \$ 751,788 | \$ 879,585 | \$ 980,919 | \$ (6,432,659) | \$ (10,876,961) | \$ (5,948,432) |
| \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| \$ 632,425 | \$ 604,828 | \$ 611,710 | \$ 695,577 | \$ 708,933 | \$ 751,788 | \$ 879,585 | \$ 980,919 | \$ 867,341 | \$ 577,602 | \$ (48,732) |
| \$ 632,425 | \$ 604,828 | \$ 611,710 | \$ 695,577 | \$ 708,933 | \$ 751,788 | \$ 879,585 | \$ 980,919 | \$ (6,432,659) | \$ (10,876,961) | \$ (5,948,432) |



Memorandum

Date: October 11, 2017
To: Transportation Authority Board
From: Amber Crabbe – Assistant Deputy Director for Policy and Programming
Subject: 10/17/17 Board Meeting: Approval of San Francisco’s Program of Projects for the 2018 Regional Transportation Improvement Program (RTIP), and of a Fund Exchange of \$13,752,000 in RTIP Funds with an Equivalent Amount of Prop K Funds for the Central Subway Project, with Conditions

RECOMMENDATION Information Action

- Approve San Francisco’s 2018 Regional Transportation Improvement Program (RTIP) Program of Projects:
 - Restoration of SFMTA Light Rail Lines in Fiscal Years 2019/20 (\$5,500,000) and 2020/2021 (\$8,252,000)
 - Planning, Programming and Monitoring for the Transportation Authority (\$778,000) and the Metropolitan Transportation Commission (\$237,000)
- Approve a fund exchange of \$13,752,000 in RTIP funds for the Restoration of Light Rail Lines projects with an equivalent amount of Prop K funds for the Central Subway, with conditions

- Fund Allocation
 - Fund Programming
 - Policy/Legislation
 - Plan/Study
 - Capital Project Oversight/Delivery
 - Budget/Finance
 - Contract/Agreement
 - Other:
-

SUMMARY

As San Francisco’s Congestion Management Agency (CMA), the Transportation Authority is responsible for programming San Francisco’s county share RTIP funds. The Board has long standing RTIP priorities (Attachment 1) which designate the Central Subway as highest priority for the next \$75.5 million in RTIP funds. We cannot program RTIP funds directly to the Central Subway because all the contracts have been awarded. Thus, we are honoring the commitment by programming RTIP to other San Francisco Municipal Transportation Agency (SFMTA) projects. The SFMTA has asked us to approve a RTIP/Prop K fund exchange to partially fund the Central Subway’s budgeted contingency. The fund exchange would require amendments of the Prop K Strategic Plan and the Muni-Guideway 5-Year Prioritization Program (5YPP). Allocation of Prop K funds would be conditioned upon California Transportation Commission (CTC) approval of programming \$13.752 million in RTIP funds to the Restoration of Light Rail Lines projects.

DISCUSSION**Background.**

The State Transportation Improvement Program (STIP) is a five-year investment plan for state transportation money, that is updated every two years by the CTC. Regional spending plans – developed by MTC for the nine county Bay Area region and by other agencies elsewhere in California – account for 75% of the STIP. These are known as Regional Transportation Improvement Programs or RTIPs. The RTIPs can fund a broad range of projects from a bike path to highway redesigns or expansions to rail line extensions. The remaining 25% of the STIP is a statewide spending plan known as the Interregional Transportation Improvement Program (ITIP). This is developed by the state department of transportation (Caltrans) to fund projects that connect metro areas or cross regional boundaries.

MTC has initiated development of the 2018 RTIP, providing draft guidance based on CTC-adopted guidelines and the 2018 Fund Estimate. For the 2018 RTIP, San Francisco has a total of \$14,767,000 to program between Fiscal Years (FYs) 2018/19 and 2022/23. As CMA, the Transportation Authority must submit its 2018 programming priorities to the MTC for approval in October.

For many years, the STIP has been an unreliable funding source (e.g. no new funds were available in the 2016 STIP and in fact, some previously programmed funds were delayed or deleted). However, the passage of Senate Bill (SB) 1, The Road Repair and Accountability Act of 2017, is expected to stabilize the STIP at a modest level of revenues. For the 2018 RTIP, San Francisco has a total of \$14,767,000 to program between Fiscal Years (FYs) 2018/19 and 2022/23.

Remaining RTIP Commitments.

In 2005, the Transportation Authority adopted a list of San Francisco RTIP priorities to help fund some of the major capital projects in the Prop K Expenditure Plan. Attachment 1 shows the Board-adopted list of San Francisco's RTIP priorities as amended, with outstanding commitments to three projects: Central Subway (first priority), payback to MTC of an advance for Presidio Parkway (Doyle Drive) (second priority), and the Caltrain Downtown Extension. Central Subway is currently the Transportation Authority's highest priority for the RTIP; however, all the construction contracts have been awarded to the project so we are not able to program additional RTIP funds to the project per CTC RTIP guidelines. Therefore, we are honoring our Central Subway RTIP commitment by programming the RTIP funds to other SFMTA projects that can comply with CTC guidelines.

Recommended RTIP Programming.

We can request the 2018 RTIP funds in the fiscal year we need them, but ultimately CTC staff will balance needs across the state and assign a fiscal year of programming that may or may not line up with our request. CTC guidelines allow a portion of RTIP funds to be used for Planning, Programming, and Monitoring (PPM) activities such as regional transportation planning, program development, and oversight of state and federally funded projects. MTC and the CMAs have a long-standing arrangement to split the PPM funds in recognition of the role agencies play in advancing the state's transportation goals. We have primarily used our PPM funds to support project delivery oversight of regionally significant major capital projects such as the Central Subway, Transbay Transit Center and Caltrain Electrification. The proposed PPM programming totaling \$1,015,000 would leave \$13,752,000 in RTIP funds to program to projects as shown in Attachment 2.

Attachment 3 shows the staff recommendation for the 2018 RTIP program of projects. In addition to the aforementioned PPM funds, we recommend programming the remaining \$13.752 million in

Agenda Item 5

RTIP funds to the SFMTA's Restoration of SFMTA Light Rail Lines project. This project is a programmatic annual expenditure for which the SFMTA has requested programming of construction funds in FYs 2019/20 and 2020/21 to provide the required local match for \$55 million in Federal Transit Administration (FTA) grants from the §5337 Fixed Guideway program anticipated in the same fiscal years.

The SFMTA will identify the specific scope of work to be funded closer to the year of programming through its capital budgeting process. The scope of work would focus on small- to mid-sized state of good repair and enhancement projects that could address pressing problems within the Muni light rail system and could include improvements such as:

- Replacement and restoration of rail and overhead catenary systems
- Repair of special track work locations along Muni Metro and surface street lines
- Purchase and installation of crossovers
- Purchase and replacement of curved rail
- Replacement and tamping of ties and ballasts and re-tamping and aligning trackway

Drafts of the Project Programming Request forms for these projects, which contain basic information about scope, schedule, budget, and funding plans, are in Attachment 4. As a condition of approving the 2018 RTIP funds, the SFMTA will submit an updated Project Programming Request form with the detailed scope of work and an updated schedule, budget, and funding plan to the Transportation Authority for approval prior to submitting an allocation request to the CTC, but no later than September 30 of the year of programming.

Recommended Prop K/RTIP Fund Exchange for Central Subway.

As stated previously, at the SFMTA's request, we are proposing a fund exchange of \$13.752 million in RTIP funds for SFMTA's Restoration of Light Rail Lines projects (which otherwise could have been funded with Prop K) with \$13.752 million in Prop K funds for the Central Subway (which as noted earlier, cannot receive RTIP funds directly since all the construction contracts have been awarded). The fund exchange would require amending the Prop K Strategic Plan to advance \$13.752 million in Prop K funds from the outer years of the program to FY 2017/18 and amending the 5YPP for the Guideways – Muni category to add those funds to a new Central Subway RTIP Exchange project. See Attachments 5 and 6 for details.

Allocation of funds to the Central Subway would be conditioned on CTC approval of San Francisco's proposed RTIP programming for the Light Rail Lines projects, anticipated in March 2018. Further, SFMTA will be required to provide quarterly progress reports on the Restoration of Light Rail Lines projects.

Central Subway Project Update.

The Central Subway Project is now 71% complete. Work is progressing at the three underground stations, the surface station, and systems installation. As previously reported, the forecasted date for opening revenue service is December 2019, a year later than the baseline adopted in 2008. Contractually, the contractor is required to implement a recovery schedule or pay liquidated damages of \$50,000 per day. The main cause of delay appears to be the contractor's difficulties in meeting their own productivity rates for the mining of the Chinatown Station. The rest of the project construction is on schedule, only the Chinatown station is affected.

The forecasted cost at completion is within the \$1.579 billion baseline budget adopted in 2008. The program's unallocated contingency level is at \$74.57 million, \$14.57 million above the FTA

recommended minimum of \$60 million at this stage of the project. The SFMTA anticipates needing to access some of the remaining contingency funds soon, including the RTIP funds included in the Board-adopted project budget, triggering the request for a fund exchange.

Next Steps.

After the Board adopts San Francisco's 2018 RTIP Program of Projects, we will submit it to MTC by before its November 8 deadline.

On October 25, the MTC Commission will consider a staff proposal to link its approval of county RTIP priorities to the region's affordable housing and anti-displacement goals. Specifically, staff has proposed that Commissioners consider limiting the use of RTIP funds where jurisdictions aren't making a reasonable effort to meet their affordable housing production targets, and consider rewarding jurisdictions that are most successful with additional RTIP funding. The proposal won't impact our 2018 RTIP recommendations, but could set precedence for the region to strengthen the link between housing achievement and transportation funding prior to the 2020 RTIP programming process.

The MTC Commission is currently anticipated to approve the Bay Area RTIP on December 20, 2017 and then will submit the RTIP to the CTC. The CTC will consider needs across the state and may adjust years of programming to match projected fund availability. The CTC is scheduled to adopt the STIP at its March 21-22, 2018 meeting.

FINANCIAL IMPACT

There are no impacts to the Transportation Authority's adopted FY 2017/18 budget associated with the recommended action. Proposed PPM funds would be incorporated into the agency budget in future fiscal years when the funds would be programmed.

The proposed Prop K/RTIP fund exchange would require a Prop K Strategic Plan amendment that would increase financing costs in the Guideways – Muni category by 3.16% (from 5.77% to 8.93%) over the 30-year life of the Prop K Expenditure Plan, and result in an increase of \$5,631,444 (0.19%) in anticipated financing costs for the Prop K program as a whole over the life of the program (Attachment 6).

CAC POSITION

The CAC was briefed on this item at its September 27, 2017 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Remaining RTIP Commitments Table

Attachment 2 – Funds Available

Attachment 3 – Proposed Programming Priorities

Attachment 4 – Project Programming Request Forms

Attachment 5 – Prop K 5-Year Prioritization Program Amendment for the Muni Guideways category

Attachment 6 – Prop K Strategic Plan Amendment

RESOLUTION ALLOCATING \$890,000 IN PROP K SALES TAX FUNDS FOR TWO REQUESTS AND \$2,465,316 IN PROP AA VEHICLE REGISTRATION FEE FUNDS FOR ONE REQUEST, WITH CONDITIONS

WHEREAS, The Transportation Authority received two requests for a total of \$890,000 in Prop K local transportation sales tax funds and \$2,465,316 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the Signals and Signs category of the Prop K Expenditure Plan and from the Transit Reliability and Mobility Improvements category of the Prop AA Expenditure Plan; and

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

WHEREAS, The request for Prop AA funds is consistent with the relevant Prop AA 5YPP; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) requests for the Traffic Signal Upgrade Contract 35 and Better Market Street Interim Signals Rehabilitation projects 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 \$890,000 in Prop K funds and \$2,465,316 in Prop AA funds, with conditions, for the three projects, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K and Prop AA 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; and

WHEREAS, At its September 27, 2017 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; and

RESOLVED, That the Transportation Authority hereby amends the Prop K Signals and Signs 5YPP, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$890,000 in Prop K funds and \$2,465,316 in Prop AA 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 and Prop AA Expenditure Plans, the Prop K and Prop AA Strategic Plans, 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 attached 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 Prop K and Prop AA Strategic Plans 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/AA Allocation Summaries – FY 2017/18
5. Prop K/AA Allocation Request Forms (3)

| 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 | 33 | SFMTA | Traffic Signal Upgrade Contract 35 | \$ 840,000 | | \$ 840,000 | 41% | 0% | Design | 1, 3, 5, 6, 7, 8, 9, 10, 11 | |
| Prop K | 33 | SFMTA | Better Market Street Interim Signals Rehabilitation | \$ 50,000 | | \$ 230,000 | 41% | 0% | Construction | 3, 5, 6 | |
| Prop AA | Transit | SFMTA | Muni Metro Station Enhancements - Phase 1 | \$ - | \$ 2,465,316 | \$ 10,494,353 | NA | 77% | Construction | 5, 6, 7, 8 | |
| TOTAL | | | | | | | \$ 890,000 | \$ 2,465,316 | \$ 11,564,353 | 4% | 69% |

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 Acronym: 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 |
|--------------------------|--------------------|---|---------------------------|----------------------------|--|
| 33 | SFMTA | Traffic Signal Upgrade Contract 35 | \$840,000 | \$ - | Funds will be used for the design phase for traffic signal upgrades at 23 intersections across the City, 14 of which are located on the Vision Zero High Injury Network. Upgrades include higher-visibility traffic signals, new pedestrian countdown signals, accessible (audible) pedestrian signals, curb ramps where currently missing, and replacement of old signal infrastructure. Design will be complete in Spring 2019, with the upgraded signals open for use by early 2021. |
| 33 | SFMTA | Better Market Street Interim Signals Rehabilitation | \$50,000 | \$ - | Project will remove 23 mast arms at eight intersections on Market Street between 3rd Street and Van Ness Avenue that are reaching the end of their useful lives. SFMTA will install new signs and larger signal heads on the existing poles at the eight intersections. These safety upgrades are needed prior to the start of construction of the Better Market Street project to ensure traffic safety given the deteriorated condition of the mast arms. Work will be done by SFMTA staff on weekends over the next 18 months (averaging about one signal every three weeks). |
| Transit | SFMTA | Muni Metro Station Enhancements - Phase 1 | \$0 | \$ 2,465,316 | Requested funds would be used for wayfinding signage at all nine Muni Metro stations and upgrading architectural and lighting amenities at the Powell, Church, and Castro stations. Construction will be done by March 2019. Depending on funding, the next phase of this project (Phase 2) will complete architectural/lighting upgrades at the remaining six stations (i.e. Embarcadero, Montgomery, Civic Center, Van Ness, Forest Hill and West Portal) and is anticipated to be done by August 2020. |
| TOTAL | | | \$890,000 | \$2,465,316 | |

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 |
|--------------------------|--------------------|--|-----------------------------|------------------------------|--|
| 33 | SFMTA | Traffic Signal Upgrade Contract 35 | \$ 840,000 | \$ - | 5YPP Amendment: The recommended allocation is contingent on a Signals and Signs 5YPP amendment to re-program \$840,000 from the construction phase of the South Van Ness Signal Upgrade project to the subject project. All intersections on South Van Ness Avenue between 14th and 26th Streets are receiving full signal upgrades funded with a Federal Highway Safety Improvement Program grant, SFMTA Revenue bond funds, and previously allocated Prop K funds. See attached 5YPP amendment for details. |
| 33 | SFMTA | Better Market Street Interim Signals Rehabilitation | \$ 50,000 | \$ - | 5YPP amendment: The recommended allocation is contingent upon a concurrent amendment to the Signals and Signs 5YPP reprogramming cost savings from another project to the subject project. See attached 5YPP amendment for details. |
| Transit | SFMTA | Muni Metro Station Enhancements - Phase 1 | \$ - | \$ 2,465,316 | |
| TOTAL | | | \$ 890,000 | \$ 2,465,316 | |

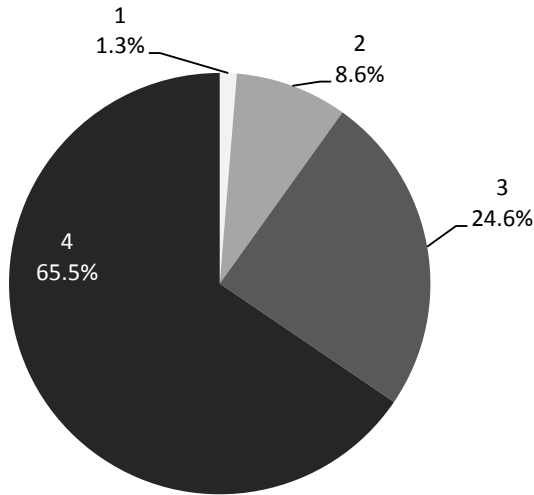
¹ See Attachment 1 for footnotes.

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

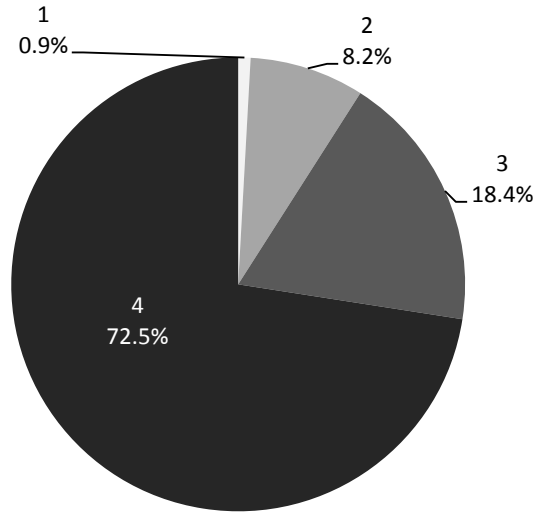
| PROP K SALES TAX | | | | | | |
|-------------------------|---------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | | CASH FLOW | | | | |
| | Total | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 |
| Prior Allocations | \$ 67,419,676 | \$ 31,832,566 | \$ 34,453,722 | \$ 645,389 | \$ 97,600 | \$ 97,600 |
| Current Request(s) | \$ 890,000 | \$ 420,000 | \$ 470,000 | \$ - | \$ - | \$ - |
| New Total Allocations | \$ 68,309,676 | \$ 32,252,566 | \$ 34,923,722 | \$ 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



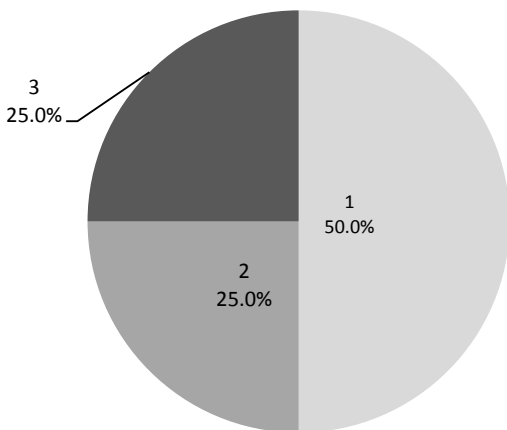
Prop K Investments To Date



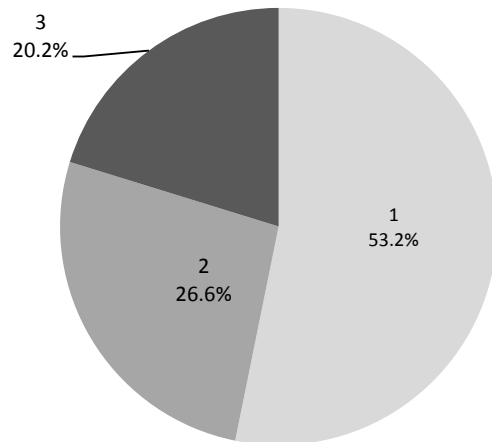
| PROP AA VEHICLE REGISTRATION FEE | | | | | | |
|---|--------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | Total | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 |
| Prior Allocations | \$ 2,052,000 | \$ 500,000 | \$ 1,050,000 | \$ 502,000 | \$ - | \$ - |
| Current Request(s) | \$ 2,465,316 | \$ 1,232,658 | \$ 1,232,658 | \$ - | \$ - | \$ - |
| New Total Allocations | \$ 4,517,316 | \$ 1,732,658 | \$ 2,282,658 | \$ 502,000 | \$ - | \$ - |

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

Investment Commitments, per Prop AA Expenditure Plan



Prop AA Investments To Date



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

FY of Allocation Action: 2017/18

Project Name: Traffic Signal Upgrade Contract 35

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: Signals and Signs - Maintenance and Renovations: (EP-33)

Prop K EP Line Number (Primary): 33 **Current Prop K Request:** \$ 840,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisory District(s): District 01, District 03, District 05, District 06, District 07, District 08, District 09, District 10, District 11

REQUEST

Brief Project Description (type below)

This request will fund the design phase of traffic-signal related upgrades at 23 locations across the City. Upgrades will include new pedestrian signals, accessible pedestrian signals, higher-visibility traffic signals, new curb ramps where currently missing, and replacement of old infrastructure. Fourteen of the intersections are located on the Vision Zero High Injury Network, which encompasses the pedestrian, bicycle, and vehicle high injury corridors.

Detailed Scope, Project Benefits and Community Outreach (type below)

See attached document

Project Location (type below)

23 intersections spread across the City of San Francisco

Project Phase (select dropdown below)

Design Engineering (PS&E)

Map or Drawings Attached? Yes

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan? New Project

Please describe and justify the necessary amendment:

The request includes a Signals and Signs 5YPP amendment to re-program \$840,000 from the construction phase of the South Van Ness Signal Upgrade project to the design phase of the subject project. All intersections on South Van Ness Avenue between 14th and 26th Streets are already receiving full signal upgrades funded via a FHWA Highway Safety Improvement Program grant, SFMTA revenue bond funds, and previously allocated Prop K funds.

Traffic Signal Upgrade Contract 35

Background and Scope

The San Francisco Municipal Transportation Agency (SFMTA) is seeking \$840,000 in Prop K Sales Tax funds toward the design phase of traffic signal upgrades at 23 locations and related pedestrian improvements to be constructed under Traffic Signal Upgrade Contract 35. Signal visibility improvements will include new poles with larger signal heads. Related pedestrian safety improvements include pedestrian countdown signals (PCS), accessible pedestrian signals (APS) and curb ramps where missing. Other improvements at signal upgrade locations will include new controllers, conduit and wiring where they are needed to implement the signal modifications. 14 of the 23 locations are located on the Vision Zero High Injury Network, and the planned signal improvements are intended to reduce injuries for pedestrians, cyclists, and motorists.

The specific scope for each location under this project is described in Table 1. The table describes the intended project scope, supervisorial district and whether the intersection is located on a Vision Zero High-Injury Network.

Location Selection Criteria

The intersections in this scope were selected after careful review by SFMTA staff of traffic operations and collision patterns on a regular basis. Locations are prioritized based on collision history, traffic volumes, benefits to roadway users including pedestrians, bicyclists, transit and motorists, proximity to schools or senior centers and any joint departmental opportunities (e.g. scheduled paving projects, corridor improvements). All supervisorial districts are represented in the Contract 35 scope except Districts 2 and 4. District 4 has only 4% of the City's traffic signals, many of which are relatively new and thus are not in need of upgrades. The Great Highway Signal Upgrade is a future project in District 4 proposed in SFMTA's 5-year capital improvement plan. District 2 has many signal upgrades being implemented by projects currently under design or construction such as Van Ness Bus Rapid Transit, Geary Bus Rapid Transit, Laurel Village Streetscape Improvements, and Gough Street Signal Upgrades.

Implementation:

SFMTA may need to adjust parking to accommodate curb changes, or add red zones to improve pedestrian safety. If parking changes are needed, they will be brought to a public hearing for citizen input.

It should be noted that 13 locations in this project had conduits installed underground in advance of paving by Public Works. Therefore, disruption to the community is reduced and the project is able to comply with the 5-year Public Works paving moratorium.

SFMTA's Sustainable Streets Division will manage the scope of the detailed design. As a result of new requirements by the California Public Utilities Commission, the design phase will include application to Pacific Gas & Electric for new service points to accommodate the signals. In previous projects applications for service points were submitted during the construction phase. San Francisco Public Works' (SFPW's) Infrastructure Design and Construction (IDC) division will manage the issuance and administration of the contract for construction by competitively bid contract.

Task

- Design
- Electrical Design
- Contract Support

Force Account Work Performed By

SFMTA Sustainable Streets Division
 SFPW Infrastructure Design and Construction
 SFPW Bureau of Engineering

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

TABLE 1. CONTRACT 35 LOCATIONS

| ID | Intersection | Vision Zero High Injury Network | PCS upgrades planned | New APS | Signal Visibility Upgrades | Muni Lines | Supervisor District |
|-----------|--|--|---------------------------------|----------------|-----------------------------------|-------------------|----------------------------|
| 1 | 6th Avenue & Irving Street | -- | PCS missing at all crosswalks | Y | Y | N | 5 |
| 2 | 25th Avenue & Clement Street | -- | PCS missing at all crosswalks | Y | Y | 29 | 1 |
| 3 | 25th Avenue & Anza Street | -- | PCS missing at all crosswalks | Y | Y | 29 | 1 |
| 4 | 30th Avenue & Fulton Street | -- | PCS missing crossing 30th Ave | Y | Y | 5 | 1 |
| 5 | 36th Avenue & Fulton Street | -- | PCS missing crossing 36th Ave | Y | Y | 5 | 1 |
| 6 | 19th Street & Folsom Street | -- | PCS missing crossing 19th St | Y | Y | 12 | 9 |
| 7 | 21st Street and Folsom Street | Yes | PCS missing crossing 21st St | Y | Y | 12 | 9 |
| 8 | 22nd Street & Folsom Street | -- | PCS missing at all crosswalks | Y | Y | 12 | 9 |
| 9 | 23rd Street & Folsom Street | -- | PCS missing crossing 23rd St | Y | Y | 12 | 9 |
| 10 | 29th Street & San Jose Avenue | Yes | PCS missing crossing 29th St | Y | Y | -- | 8, 9 |
| 11 | 30th Street & San Jose Avenue | Yes | PCS missing crossing 30th St | Y | Y | J, 24 | 8, 9 |
| 12 | Anza Street & Stanyan Street | -- | PCS missing at all crosswalks | Y | Y | -- | 1 |
| 13 | Baker Street & Hayes Street | Yes | PCS missing at all crosswalks | Y | Y | 21 | 5 |
| 14 | Evans Avenue & Phelps Street | Yes | -- | Y | Y | 19 | 10 |
| 15 | Haight Street & Steiner Street | Yes | PCS missing at all crosswalks | Y | Y | 6, 7 | 5 |
| 16 | Holloway Avenue & Junipero Serra Boulevard | Yes | PCS missing crossing Holloway | Y | Y | 29 | 7, 11 |
| 17 | Portola Drive & Twin Peaks Boulevard | Yes | PCS missing crossing Twin Peaks | Y | Y | 48, 52 | 7, 8 |
| 18 | 16th Street & Sanchez Street | Yes* | PCS missing crossing Sanchez | Y | Y | -- | 8 |
| 19 | Alemany Boulevard & Sickles Avenue | Yes* | PCS missing crossing Sickles | Y | Y | 88 | 11 |
| 20 | California Street & Larkin Street | Yes* | PCS missing at all crosswalks | Y | Y | Cable Car | 3 |
| 21 | Geneva Avenue & Naples Street | Yes | PCS missing crossing Naples | Y | Y | 8, 43, 54 | 11 |
| 22 | Larkin Street & Post Street | Yes | PCS missing at all crosswalks | Y | Y | 2, 3 | 3, 6 |
| 23 | Masonic Avenue & Page Street | Yes | PCS missing crossing Page | Y | Y | 43 | 5 |

*Was on the Vision Zero High-Injury Network Prior to 2017

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

Project Name: Traffic Signal Upgrade Contract 35

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

| Phase | Start | | End | |
|--|---------|---------------|---------|---------------|
| | Quarter | Calendar Year | Quarter | Calendar Year |
| Planning/Conceptual Engineering (PLAN) | | | | |
| Environmental Studies (PA&ED) | Jan-Mar | 2018 | Apr-Jun | 2018 |
| Right-of-Way | | | | |
| Design Engineering (PS&E) | Oct-Dec | 2017 | Apr-Jun | 2019 |
| Advertise Construction | Apr-Jun | 2019 | | |
| Start Construction (e.g. Award Contract) | Oct-Dec | 2019 | | |
| Operations (i.e., paratransit) | | | | |
| Open for Use | | | Jan-Mar | 2021 |
| Project Completion (means last eligible expenditure) | | | Jan-Mar | 2022 |

SCHEDULE DETAILS

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

More time is required for the design phase than for previous Prop K funded signals upgrades projects (typically 15 locations) because the scope is more extensive (23 locations).

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

Project Name: Traffic Signal Upgrade Contract 35

FUNDING PLAN - FOR CURRENT REQUEST

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

| Fund Source | Planned | Programmed | Allocated | Total |
|------------------------------------|-------------------|-------------|-------------|-------------------|
| Prop K | \$ 840,000 | | \$ - | \$ 840,000 |
| Prop AA | \$ - | \$ - | \$ - | \$ - |
| Prop A General Obligation bonds | \$ - | \$ - | \$ - | \$ - |
| | \$ - | \$ - | \$ - | \$ - |
| Total: | \$ 840,000 | \$ - | \$ - | \$ 840,000 |

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary below.

| Fund Source | Planned | Programmed | Allocated | Total |
|------------------------------------|---------------------|-------------|-------------|---------------------|
| Prop K | \$ 3,068,000 | | \$ - | \$ 3,068,000 |
| Prop AA | \$ - | \$ - | \$ - | \$ - |
| Prop A General Obligation bonds | \$ 4,232,000 | | \$ - | \$ 4,232,000 |
| | \$ - | \$ - | \$ - | \$ - |
| Total: | \$ 7,300,000 | \$ - | \$ - | \$ 7,300,000 |

COST SUMMARY

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

| Phase | Total Cost | Prop K - Current Request | Prop AA - Current Request | Source of Cost Estimate |
|---|---------------------|--------------------------------|---------------------------------|--|
| Planning/Conceptual Engineering (PLAN) | | | | |
| Environmental Studies (PA&ED) | \$ - | \$ - | | |
| Right-of-Way | \$ - | \$ - | | |
| Design Engineering (PS&E) | \$ 840,000 | \$ 840,000 | \$ - | Engineers's estimate based on previous signals projects |
| Construction (CON) | \$ 6,460,000 | \$ - | \$ - | Engineers's estimate based on previous signals projects |
| Operations (Paratransit) | \$ - | \$ - | | |
| Total: | \$ 7,300,000 | \$ 840,000 | \$ - | |

% Complete of Design: as of
 Expected Useful Life: Years

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

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST (instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

| Fund Source | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22+ | Total |
|--------------------|-------------------|-------------------|-------------------|-------------------|--------------------|-------------------|
| Prop K | \$ 600,000 | \$ 240,000 | \$ - | \$ - | \$ - | \$ 840,000 |
| Prop AA | \$ - | . | \$ - | \$ - | \$ - | \$ - |

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

Project Name: Traffic Signal Upgrade Contract 35

MAJOR LINE ITEM BUDGET

SAMPLE PROJECT BUDGET - ENVIRONMENTAL STUDIES, RIGHT-OF-WAY, DESIGN

| SUMMARY BY MAJOR LINE ITEM - DESIGN | | |
|-------------------------------------|-------------------|------------|
| Budget Line Item | Totals | % of phase |
| 1. Total Labor | \$ 590,000 | 70% |
| 2. Consultant | | |
| 3. Other Direct Costs * | \$ 180,500 | 21% |
| 4. Contingency | \$ 69,500 | 9% |
| TOTAL PHASE | \$ 840,000 | |

* PG&E electrical service points application costs + City Attorney \$500.

| TOTAL LABOR COST BY AGENCY | |
|----------------------------|-------------------|
| SFMTA | \$ 330,000 |
| SFPW | \$ 260,000 |
| TOTAL | \$ 590,000 |

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/20/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Traffic Signal Upgrade Contract 35

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

| Funding Recommended: | Action | Amount | Phase |
|-----------------------------|-------------------|-------------------|---------------------------|
| | Prop K Allocation | \$ 840,000 | Design Engineering (PS&E) |
| | | | |
| | | | |
| | Total: | \$ 840,000 | |

Total Prop K Funds: \$ 840,000 **Total Prop AA Funds:** \$ -

Justification for multi-phase recommendations and notes for multi-sponsor recommendations:

Fund Expiration Date: 12/31/2019 **Eligible expenses must be incurred prior to this date.**

| Intended Future Action | Action | Amount | Fiscal Year | Phase |
|-------------------------------|---------------|---------------|--------------------|--------------|
| | | | | |

Trigger: _____

Deliverables:

1. Upon project completion, provide evidence of completion of 100% design (e.g. copy of certifications page), and an updated scope, schedule, budget and funding plan. This requirement may be fulfilled through submittal of a request for construction phase funding.
2. _____
3. _____
4. _____

Special Conditions:

1. The recommended allocation includes a Signals and Signs 5YPP amendment to re-program \$840,000 from the construction phase of the South Van Ness Signal Upgrade project to the subject project. See attached 5YPP amendment for details.
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year in which SFMTA incurs charges.
3. _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/20/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Traffic Signal Upgrade Contract 35

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Notes:

1. _____
2. _____

| Metric | Prop K | Prop AA |
|-------------------------------------|--------|------------|
| Actual Leveraging - Current Request | 0.00% | No Prop AA |
| Actual Leveraging - This Project | 57.97% | No Prop AA |

SFCTA Project

Reviewer: _____

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: 133-907xxx **Name:** Traffic Signal Upgrade Contract 35

Phase: Design Engineering (PS&E) **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22+ | Total |
|-------------|------------|------------|------------|------------|-------------|-----------|
| Prop K | \$420,000 | \$420,000 | | | | \$840,000 |

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

FY of Allocation Action: 2017/18

Current Prop K Request: \$ 840,000
Current Prop AA Request: \$ -

Project Name: Traffic Signal Upgrade Contract 35

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

| |
|--|
| Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement |
| JG |

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Geraldine de Leon

Joel Goldberg

Title: Engineer

Manager of Capital Procurement & Management

Phone: 415-701-4675

415-646-2520

Email: Geraldine.DeLeon@sfmta.com

joel.goldberg@sfmta.com

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

MAPS AND DRAWINGS



| | Location | Scope |
|---|-------------------------------|---------------|
| A | 6th Avenue & Irving Street | Add PCS & APS |
| B | 25th Avenue & Clement Street | Add PCS & APS |
| C | 25th Avenue & Anza Street | Add PCS & APS |
| D | 30th Avenue & Fulton Street | Add PCS & APS |
| E | 36th Avenue & Fulton Street | Add PCS & APS |
| F | 19th Street & Folsom Street | Add PCS & APS |
| G | 21st Street and Folsom Street | Add PCS & APS |
| H | 22nd Street & Folsom Street | Add PCS & APS |
| I | 23rd Street & Folsom Street | Add PCS & APS |
| J | 29th Street & San Jose Avenue | Add PCS & APS |
| K | 30th Street & San Jose Avenue | Add PCS & APS |
| L | Anza Street & Stanyan Street | Add PCS & APS |

| | Location | Scope |
|---|--|---------------|
| M | Baker Street & Hayes Street | Add PCS & APS |
| N | Portola Drive & Twin Peaks Boulevard | Add PCS & APS |
| O | Evans Avenue & Phelps Street | Add Mast Arms |
| P | Haight Street & Steiner Street | Add PCS & APS |
| Q | Holloway Avenue & Junipero Serra Boulevard | Add PCS & APS |
| R | 16th Street & Sanchez Street | Add PCS & APS |
| S | Alemany Boulevard & Sickles Avenue | Add PCS & APS |
| T | California Street & Larkin Street | Add PCS & APS |
| U | Geneva Avenue & Naples Street | Add PCS & APS |
| V | Larkin Street & Post Street | Add PCS & APS |
| W | Masonic Avenue & Page Street | Add PCS & APS |

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Signals and Signs (EP 33)**

Programming and Allocations to Date

Pending 10/24/2017 Board

| Agency | Project Name | Phase(s) | Status | Fiscal Year | | | | | Total |
|--------------------------------|--|-----------|------------|-------------|-------------|-------------|-------------|-----------|-------------|
| | | | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | |
| Follow-the-Paving | | | | | | | | | |
| SEMTA | Follow-the-Paving (Spot Traffic Signal Improvements) ³ | PS&E, CON | Programmed | \$0 | | | | | \$0 |
| SEMTA | Follow-the-Paving (Spot Traffic Signal Improvements) ³ | PS&E, CON | Programmed | | \$0 | | | | \$0 |
| SEMTA | Traffic Signal Conduit Contract ³ | CON | Allocated | | \$400,000 | | | | \$400,000 |
| SEMTA | Follow-the-Paving (Spot Traffic Signal Improvements) ¹¹ | PS&E, CON | Programmed | | | \$0 | | | \$0 |
| SEMTA | Follow-the-Paving (Spot Traffic Signal Improvements) ¹¹ | PS&E, CON | Programmed | | | | \$0 | | \$0 |
| SEMTA | California Street Laurel Village Improvement Project - Traffic Signals ¹¹ | CON | Allocated | | | | \$500,000 | | \$500,000 |
| SEMTA | Follow-the-Paving (Spot Traffic Signal Improvements) | PS&E, CON | Programmed | | | | | \$150,000 | \$150,000 |
| Traffic Signal Upgrades | | | | | | | | | |
| SEMTA | Traffic Signal Upgrades (15 Locations) ^{1,4,7} | PS&E | Programmed | \$0 | | | | | \$0 |
| SEMTA | Traffic Signal Upgrade Contract 34 [Vision Zero] ⁴ | PS&E | Allocated | | \$518,000 | | | | \$518,000 |
| SEMTA | 7th Avenue and Lincoln Way Intersection Improvements ¹ | CON | Allocated | \$95,476 | | | | | \$95,476 |
| SEMTA | Traffic Signal Upgrades (15 Locations) ^{7, 10} | CON | Programmed | | \$0 | | | | \$0 |
| SEMTA | Traffic Signal Upgrades (15 Locations) ¹⁰ | PS&E | Programmed | | \$0 | | | | \$0 |
| SEMTA | Traffic Signal Upgrade Contract 34 ¹⁰ | CON | Allocated | | | | \$4,014,401 | | \$4,014,401 |
| SEMTA | Webster Street Pedestrian Signals ⁷ | CON | Allocated | | | \$1,358,206 | | | \$1,358,206 |
| SEMTA | Webster Street Pedestrian Signals - Additional Funds ⁹ | CON | Allocated | | | \$185,000 | | | \$185,000 |
| SEMTA | Franklin/Divisadero Corridor Signal Upgrade ^{11, 13} | CON | Programmed | | \$122,080 | | | | \$122,080 |
| SEMTA | Franklin and Divisadero Corridor Signal Upgrade | CON | Allocated | | \$3,162,920 | | | | \$3,162,920 |
| SEMTA | Eddy and Ellis Traffic Calming Improvement ⁸ | CON | Allocated | | | \$310,000 | | | \$310,000 |
| SEMTA | 19th Avenue Signals Phase III | PS&E | Allocated | \$630,000 | | | | | \$630,000 |

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Signals and Signs (EP 33)
Programming and Allocations to Date
 Pending 10/24/2017 Board

| Agency | Project Name | Phase(s) | Status | Fiscal Year | | | | | Total |
|--------|---|-----------|-------------|-------------|-------------|-------------|-----------|---------|-------------|
| | | | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | |
| SEMTA | 19th Avenue Signals Phase III | CON | Allocated | | | \$2,520,000 | | | \$2,520,000 |
| SEMTA | 3rd Street Traffic Signal Detection Upgrade Phase 1 | CON | Allocated | \$300,000 | | | | | \$300,000 |
| SEMTA | 3rd Street Traffic Signal Detection Upgrade Phase 1 | CON | Deobligated | (\$7,685) | | | | | (\$7,685) |
| SEMTA | 3rd Street Traffic Signal Detection Upgrade Phase 2 | CON, PROC | Programmed | | | \$300,000 | | | \$300,000 |
| SEMTA | 3rd Street Traffic Signal Detection Upgrade Phase 3 | CON, PROC | Programmed | | | | \$457,950 | | \$457,950 |
| SEMTA | Traffic Signal Visibility Upgrades (12) ⁷ | CON, PROC | Programmed | | \$0 | | | | \$0 |
| SEMTA | South Van Ness Conduit Installation ⁶ | CON | Programmed | \$0 | | | | | \$0 |
| SEMTA | South Van Ness Signal Upgrade (12) ^{6,10} | PS&E | Programmed | \$0 | | | | | \$0 |
| SEMTA | South Van Ness Traffic Signal Upgrade ⁶ | CON | Allocated | | \$552,000 | | | | \$552,000 |
| SEMTA | South Van Ness Signal Upgrade (12) ^{12,13} | CON | Programmed | | | \$536,980 | | | \$536,980 |
| SEMTA | Traffic Signal Upgrade Contract 35 ¹² | PS&E | Pending | | | | \$840,000 | | \$840,000 |
| | Better Market Street Interim Signals Rehabilitation ¹³ | CON | Pending | | | | \$50,000 | | \$50,000 |
| SEMTA | Polk Corridor Signal Upgrade ^{2,5,7} | PS&E | Programmed | \$0 | | | | | \$0 |
| SEMTA | Polk Street Traffic Signal Upgrade ² | CON | Allocated | \$382,900 | | | | | \$382,900 |
| SEMTA | Polk Corridor Signal Upgrade ^{5,7} | CON | Programmed | | \$0 | | | | \$0 |
| SEMTA | Polk Streetscape Signal Modifications ⁵ | CON | Allocated | | \$516,000 | | | | \$516,000 |
| SEMTA | Gough Corridor Signal Upgrade (14) ^{8,10} | PS&E | Programmed | \$0 | | | | | \$0 |
| SEMTA | Gough Corridor Signal Upgrade (14) | CON | Programmed | | \$2,450,000 | | | | \$2,450,000 |
| SEMTA | Gough Corridor Signal Upgrade | PS&E | Allocated | | \$135,000 | | | | \$135,000 |
| SEMTA | Great Highway Traffic Signal Upgrade (8) | CON | Programmed | | | \$607,729 | | | \$607,729 |
| SEMTA | Van Ness BRT SFGO Signal Improvements | CON | Allocated | | \$2,275,000 | | | | \$2,275,000 |
| SEMTA | Neighborhood Transportation Improvement Program (NTIP) | PS&E, CON | Programmed | | \$357,729 | | | | \$357,729 |

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Signals and Signs (EP 33)**

Programming and Allocations to Date

Pending 10/24/2017 Board

| Agency | Project Name | Phase(s) | Status | Fiscal Year | | | | Total | |
|---------------------------------|--------------|----------|--------|-------------|--------------|-------------|-------------|-----------|--------------|
| | | | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | | 2018/19 |
| Total Programmed in 5YPP | | | | \$1,400,691 | \$10,488,729 | \$5,817,915 | \$5,862,351 | \$150,000 | \$23,719,686 |

| | | | | | | |
|---|-------------|-------------|-------------|-------------|-----------|--------------|
| Total Allocated and Pending in 5YPPs | \$1,408,376 | \$7,558,920 | \$4,373,206 | \$5,404,401 | \$0 | \$18,744,903 |
| Total Deobligated in 5YPPs | (\$7,685) | \$0 | \$0 | \$0 | \$0 | (\$7,685) |
| Total Unallocated in 5YPPs | (\$0) | \$2,929,809 | \$1,444,709 | \$457,950 | \$150,000 | \$4,982,468 |

| | | | | | | |
|--|-------------|--------------|-------------|-----------|-----------|--------------|
| Total Programmed in 2014 Strategic Plan | \$3,653,371 | \$13,540,229 | \$5,062,629 | \$657,950 | \$150,000 | \$23,064,179 |
| Deobligated from Prior 5YPP Cycles ** | \$721,112 | | | | | \$721,112 |
| Cumulative Remaining Programming Capacity | \$2,973,793 | \$6,025,293 | \$5,270,007 | \$65,606 | \$65,606 | \$65,606 |

** "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period.

| |
|---|
| Programmed |
| Pending Allocation/Appropriation |
| Board Approved Allocation/Appropriation |

FOOTNOTES:

- 5YPP Amendment to fully fund 7th Avenue and Lincoln Way Intersection Improvements (Resolution 15-046, 03/24/2015):
Traffic Signal Upgrades (15 Locations): Reduced by \$95,476 in FY 2014/15 design funds. 7th Avenue and Lincoln Way is one of the 15 locations covered by this placeholder.
7th Avenue and Lincoln Way: Added project with \$95,476 for construction.
- 5YPP Amendment to reprogram \$382,900 from the PS&E phase to the construction phase of the Polk Street Traffic Signal Upgrade project (Resolution 2015-2016):
To accommodate allocation of \$400,000 for Traffic Signal Conduit Contract (Resolution 15-061, 6/23/2015):
Reduced placeholder for Follow-the-Paving (Spot Traffic Signal Improvements) from \$200,000 in FY 2014/15 and \$200,000 in FY 2015/16 design/construction funds to \$0.
Added Traffic Signal Conduit Contract with \$400,000 in FY 2015/16 construction funds.
- To accommodate allocation of \$518,000 for Traffic Signal Upgrades (15 Locations) from \$564,524 in FY 2014/15 design funds to \$46,524;
Added Traffic Signal Upgrade Contract 34 [Vision Zero] with \$518,000 in FY 2015/16 design funds.
- To accommodate allocation of \$516,000 for Polk Streetscape Signal Modifications project (Resolution 2016-028, 12/15/2015):
Polk Corridor Signal Upgrade: Reduced by \$277,100 in FY2014/15 design funds and \$238,900 in FY2015/16 construction funds.
Added Polk Streetscape Signal Modifications with \$516,000 in FY2015/16 construction funds.
- To accommodate allocation of \$552,000 for South Van Ness Signal Upgrade project (Resolution 2016-040, 2/23/2016):
South Van Ness Conduit Installation: Reduced by \$200,000 in FY2014/15 design/construction funds.
South Van Ness Signal Upgrade: Reduced by \$352,000 in FY2014/15 design funds.
Added South Van Ness Signal Upgrade with \$552,000 in FY2015/16 construction funds.
- To accommodate allocation of \$1,358,206 to Webster Street Pedestrian Signals (Resolution 17-002, 7/26/2016)

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Signals and Signs (EP 33)**

Programming and Allocations to Date

Pending 10/24/2017 Board

| Agency | Project Name | Phase(s) | Status | Fiscal Year | | | | Total |
|--------|--------------|----------|--------|-------------|---------|---------|---------|-------|
| | | | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | |

Traffic Signal Upgrades: Reduced by \$46,524 in FY2014/15 design funds. Project to be funded via Prop B.

Traffic Signal Visibility Upgrades: Reduced by \$300,000 in FY2015/16 construction funds. Project to be funded via Prop B.

Polk Corridor Signal Upgrade: Reduced by \$277,100 in FY2014/15 design funds and \$706,500 in FY2015/16 construction funds. Project to be completed under budget.

⁸ 5YPP amendment to fully fund Eddy and Ellis Traffic Calming Improvement (Resolution 17-07, 9/27/2016)

Gough Corridor Signal Upgrade (14): Reduced by \$167,729 in FY2014/15 design funds. Project is fully funded and in progress.
Eddy and Ellis Traffic Calming Improvement: Increased by \$167,729 to fully fund construction in FY2016/17.

⁹ 5YPP amendment to fully fund Webster Street Pedestrian Signals - Additional Funds (Resolution 17-035,03/21/2017)

Cumulative Remaining Programming Capacity (Funds Deobligated from Prior 5YPP Cycles): Reduced from \$239,713 to \$211,631.

Webster Street Pedestrian Signals - Additional Funds: Added project with \$185,000 in FY2016/17 construction funds.

¹⁰ 5YPP amendment to fund Traffic Signal Upgrade Contract 34 (Resolution 2018-004, 7/25/2017)

Traffic Signal Upgrades (15 Locations): Placeholders reduced from \$2,640,000 to \$0 in FY 2015/16 design funds and \$660,000 to \$0 in FY 2015/16 construction funds.

South Van Ness Signal Upgrade (12): Reduced from \$46,100 to \$0 in FY 2014/15 design funds. Project is in construction and is fully funded with SFMTA Operating funds.

Gough Corridor Signal Upgrade (14): Reduced from \$160,271 to \$0 in FY 2014/15 design funds. Project is in construction and is fully funded with Prop AA funds.

Cumulative Remaining Programming Capacity (Funds Deobligated from Prior 5YPP Cycles): Reduced from \$508,030 to \$0.

¹¹ 5YPP amendment to fund California Street Laurel Village Improvement Project - Traffic Signals (Resolution 2018-0XX, 9/26/2017)

Follow-the-Paving (Spot Traffic Signal Improvements): Reduced placeholders from \$200,000 to \$0 in each of FYs 2016/17 and 2017/18.

Franklin/Divisadero Corridor Signal Upgrade: Reduced by \$100,000 in FY 2015/16 . Project is fully funded and in construction.

California Street Laurel Village Improvement Project - Traffic Signals: Added project with \$500,000 in FY2017/18 for construction.

¹² 5YPP amendment to fund Traffic Signal Upgrade Contract 35 (Resolution 2018-0XX, 10/24/2017)

South Van Ness Signal Upgrade (12): Reduced from \$1,434,900 to \$594,900 in FY2016/17 construction funds. Project is fully funded via a Highway Safety Improvement Program grant, SFMTA Bond Funds and a previous Prop K allocation.

Traffic Signal Upgrade Contract 35: Added project with \$840,000 in FY2017/18 design funds.

¹³ 5YPP amendment to fund Better Market Street Interim Signals Rehabilitation (Resolution 2018-0XX, 10/24/2017):

Franklin/Divisadero Corridor Signal Upgrade: Reduced from \$172,080 to \$122,080 in FY2015/16 construction funds; project is complete.

Better Market Street Interim Signals Rehabilitation: Added project with \$50,000 in FY2017/18 construction funds.



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

FY of Allocation Action: 2017/18

Project Name: Better Market Street Interim Signals Rehabilitation

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: Signals and Signs - Maintenance and Renovations: (EP-33)

Prop K EP Line Number (Primary): 33 **Current Prop K Request:** \$ 50,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisory District(s): District 03, District 05, District 06

REQUEST

Brief Project Description (type below)

The scope of the proposed Market Street Interim Signal Rehabilitation project is to remove 23 mast arms that have reached the end of their useful lives with associated signal heads and signs at eight Market Street intersections between Steuart and Octavia Streets, and to furnish and install larger signal heads and signs on existing poles.

Detailed Scope, Project Benefits and Community Outreach (type below)

See attached background and scope details

Project Location (type below)

Market Street at 3rd, 4th, 8th, 9th, 10th, 12th, and Gough Streets, as well as Market and Van Ness Avenue.

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? Yes

Other Items Attached? Yes

5YPP/STRATEGIC PLAN INFORMATION

**Type of Project in the Prop K
5YPP/Prop AA Strategic Plan?** New Project

Please describe and justify the necessary amendment:

The request includes a Signals and Signs 5YPP amendment to re-program \$50,000 in FY2015/16 funds from the Franklin/ Divisadero Corridor Signal Upgrade project to the subject project. The Franklin/Divisadero project is complete and the remaining unallocated funds are not needed.

BETTER MARKET STREET INTERIM SIGNAL REHABILITATION

Background

The Better Market Street project will replace/upgrade existing traffic signal and other infrastructure between Octavia and Steuart Streets. Most of the mast arms hanging over the roadway have reached the end of their useful lives, though a few have previously been replaced by SFMTA. Because the project's construction is several years away, the Better Market Street team asked the Signal Shop to check on the existing condition of the signals. Signal Shop staff inspected each pole and mast arm at 26 intersections within the project limits and found that all poles are currently in good condition as well as most mast arms and signals. However, 23 mast arms/signals at 8 of the 26 intersections are in need of attention before the Better Market Street project gets underway. Since the removal/replacement of these 23 mast arms/signals is not directly related to the Better Market Street project, the project team stated that project funding is not available to address the current issue and suggested seeking other funding opportunities. Though the improvements will eventually be replaced upon construction of the Better Market Street project, the immediate benefits are to ensure traffic safety. Due to their deteriorated condition, some mast arms facing Fell and Polk street traffic have been removed at Fell/Polk/Market intersection and replaced with 12 inch signals.

Scope

The scope of the proposed Market Street Interim Signal Rehab project is to remove 23 mast arms and signals/signs at eight Market Street intersections, and to furnish/install the largest standard (12 Inch diameter) signals and signs on existing poles. The signals will be mounted on framework that will ensure good signal visibility. All work will be performed by SSD staff.

The eight intersections and the number of mast arms to remove at each intersection are as follows:

| | |
|--|---------------|
| Gough/Haight/Market | (4 mast arms) |
| 12 th /Franklin/Market/Page | (2 mast arms) |
| Market/Van Ness | (6 mast arms) |
| 10 th /Fell/Market/Polk | (4 mast arms) |
| 9 th /Hayes/Larkin/Market | (3 mast arms) |
| 8 th /Grove/Hyde/Market | (1 mast arm) |
| 4 th /Ellis/Market/Stockton | (1 mast arm) |
| 3 rd /Geary/Kearny/Market | (2 mast arms) |

Schedule

Each mast arm removal and its signal/sign removal/reinstallation will take approximately one work day. The work will need to be done by SFMTA staff on Saturdays and Sundays (overtime) due to the extremely heavy traffic on Market during a typical work week. Considering other projects to be done on weekends, staff availability on weekends, holiday moratorium, and scheduling around various public events on Market Street throughout the year, we anticipate the entire project to take approximately 18 months (averaging about one every three weeks).

Budget

Each mast arm removal and its signal/sign removal/reinstallation will cost approximately \$10,000 per mast arm, including engineering labor, shop labor and material (for both Signal Shop and Sign Shop). The total project cost is \$230,000.

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

Project Name: Better Market Street Interim Signals Rehabilitation

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

| Phase | Start | | End | |
|--|---------|---------------|---------|---------------|
| | Quarter | Calendar Year | Quarter | Calendar Year |
| Planning/Conceptual Engineering (PLAN) | | | | |
| Environmental Studies (PA&ED) | | | | |
| Right-of-Way | | | | |
| Design Engineering (PS&E) | | | | |
| Advertise Construction | | | | |
| Start Construction (e.g. Award Contract) | Oct-Dec | 2017 | | |
| Operations (i.e., paratransit) | | | | |
| Open for Use | | | Jan-Mar | 2019 |
| Project Completion (means last eligible expenditure) | | | Apr-Jun | 2019 |

SCHEDULE DETAILS

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

Work will be done on weekends to avoid disrupting the street on weekdays when the pedestrian and transit volumes are highest. The project will also be scheduled to avoid parades and other events.

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

Project Name: Better Market Street Interim Signals Rehabilitation

FUNDING PLAN - FOR CURRENT REQUEST

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

| Fund Source | Planned | Programmed | Allocated | Total |
|---------------|-------------------|-------------|-------------|-------------------|
| Prop K | \$ 230,000 | \$ - | | \$ 230,000 |
| Prop AA | \$ - | \$ - | \$ - | \$ - |
| | \$ - | \$ - | \$ - | \$ - |
| Total: | \$ 230,000 | \$ - | \$ - | \$ 230,000 |

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary below.

| Fund Source | Planned | Programmed | Allocated | Total |
|---------------|-------------------|-------------|-------------|-------------------|
| Prop K | \$ 230,000 | \$ - | | \$ 230,000 |
| Prop AA | \$ - | \$ - | \$ - | \$ - |
| | \$ - | \$ - | \$ - | \$ - |
| Total: | \$ 230,000 | \$ - | \$ - | \$ 230,000 |

COST SUMMARY

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

| Phase | Total Cost | Prop K - Current Request | Prop AA - Current Request | Source of Cost Estimate |
|--|-------------------|--------------------------|---------------------------|---|
| Planning/Conceptual Engineering (PLAN) | \$ - | \$ - | | |
| Environmental Studies (PA&ED) | \$ - | \$ - | | |
| Right-of-Way | \$ - | \$ - | | |
| Design Engineering (PS&E) | \$ - | \$ - | \$ - | |
| Construction (CON) | \$ 230,000 | \$ 50,000 | \$ - | Based on 100% design and SFMTA signal shop estimate |
| Operations (Paratransit) | \$ - | \$ - | | |
| Total: | \$ 230,000 | \$ 50,000 | \$ - | |

% Complete of Design: as of
 Expected Useful Life: Years

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

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST (Instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

| Fund Source | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22+ | Total |
|--------------------|-------------------|-------------------|-------------------|-------------------|--------------------|--------------|
| Prop K | | \$ 50,000 | \$ - | \$ - | \$ - | \$ 50,000 |
| Prop AA | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

Project Name: Better Market Street Interim Signals Rehabilitation

MAJOR LINE ITEM BUDGET

SAMPLE PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

| Budget Line Item | Totals | % of phase | SFMTA |
|---------------------------------|-------------------|------------|-------------------|
| 1. Force Account Work | | | |
| Task 1: Signal Shop Labor | \$ 130,000 | 57% | \$ 130,000 |
| Task 2: Signal Shop Materials | \$ 46,000 | 20% | \$ 46,000 |
| Task 3: Sign Replacement | \$ 15,000 | 7% | \$ 15,000 |
| Task 4: Engineering Support | \$ 25,000 | 11% | \$ 25,000 |
| 2. Contingency | \$ 13,500 | 6% | \$ 13,500 |
| 3. Other / City Attorney | \$ 500 | | \$ 500 |
| TOTAL CONSTRUCTION PHASE | \$ 230,000 | | \$ 230,000 |

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/15/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Better Market Street Interim Signals Rehabilitation

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

| Funding Recommended: | Action | Amount | Phase |
|-----------------------------|-------------------|------------------|--------------------|
| | Prop K Allocation | \$ 50,000 | Construction (CON) |
| | | | |
| | | | |
| | Total: | \$ 50,000 | |

Total Prop K Funds: \$ 50,000 **Total Prop AA Funds:** \$ -

Justification for multi-phase recommendations and notes for multi-sponsor recommendations:

Fund Expiration Date: 3/31/2020 **Eligible expenses must be incurred prior to this date.**

| Intended Future Action | Action | Amount | Fiscal Year | Phase |
|-------------------------------|---------------|---------------|--------------------|--------------|
| | | | | |

Trigger:

Deliverables:

1. Quarterly progress reports shall identify the locations completed that quarter and the percent complete of the overall project, in addition to all other requirements described in the Standard Grant Agreement (SGA). Over the course of the project quarterly progress reports should include 2-3 photos of work in progress for recent activities and/or of completed work. See SGA for details.
2.

Special Conditions:

1. The recommended allocation is contingent upon a concurrent amendment to the Signals and Signs 5YPP to re-program \$50,000 in FY2015/16 funds from the Franklin/ Divisadero Corridor Signal Upgrade project to the subject project. See attached 5YPP amendment for details.
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
3.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/15/2017 **Res. No:** _____ **Res. Date:** _____

Project Name: Better Market Street Interim Signals Rehabilitation

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

Notes:

- | | |
|----|---|
| 1. | The SFMTA has requested an administrative amendment to the Traffic Signal Conduit Contract project (SGA 133-907047) to use \$180,000 in remaining Prop K funds to fully fund the subject project. The conduit project was completed under budget. |
| 2. | |

| Metric | Prop K | Prop AA |
|--|--------|------------|
| Actual Leveraging - Current Request | 0.00% | No Prop AA |
| Actual Leveraging - This Project | 0.00% | No Prop AA |

SFCTA Project

Reviewer: P&PD

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - DPT

SGA Project Number: 133-907xxx **Name:** Better Market Street Interim Signals Rehabilitation

Phase: Construction (CON) **Fund Share:** 100.00%

| Cash Flow Distribution Schedule by Fiscal Year | | | | | | |
|--|------------|------------|------------|------------|-------------|----------|
| Fund Source | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22+ | Total |
| Prop K | | \$50,000 | | | | \$50,000 |

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

FY of Allocation Action: 2017/18

Current Prop K Request: \$ 50,000

Current Prop AA Request: \$ -

Project Name: Better Market Street Interim Signals Rehabilitation

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

| |
|--|
| <p>Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement</p> |
| <p>JG</p> |

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Geraldine de Leon

Joel Goldberg

Title: Engineer

Manager of Grants Procurement & Management

Phone: 415-701-4675

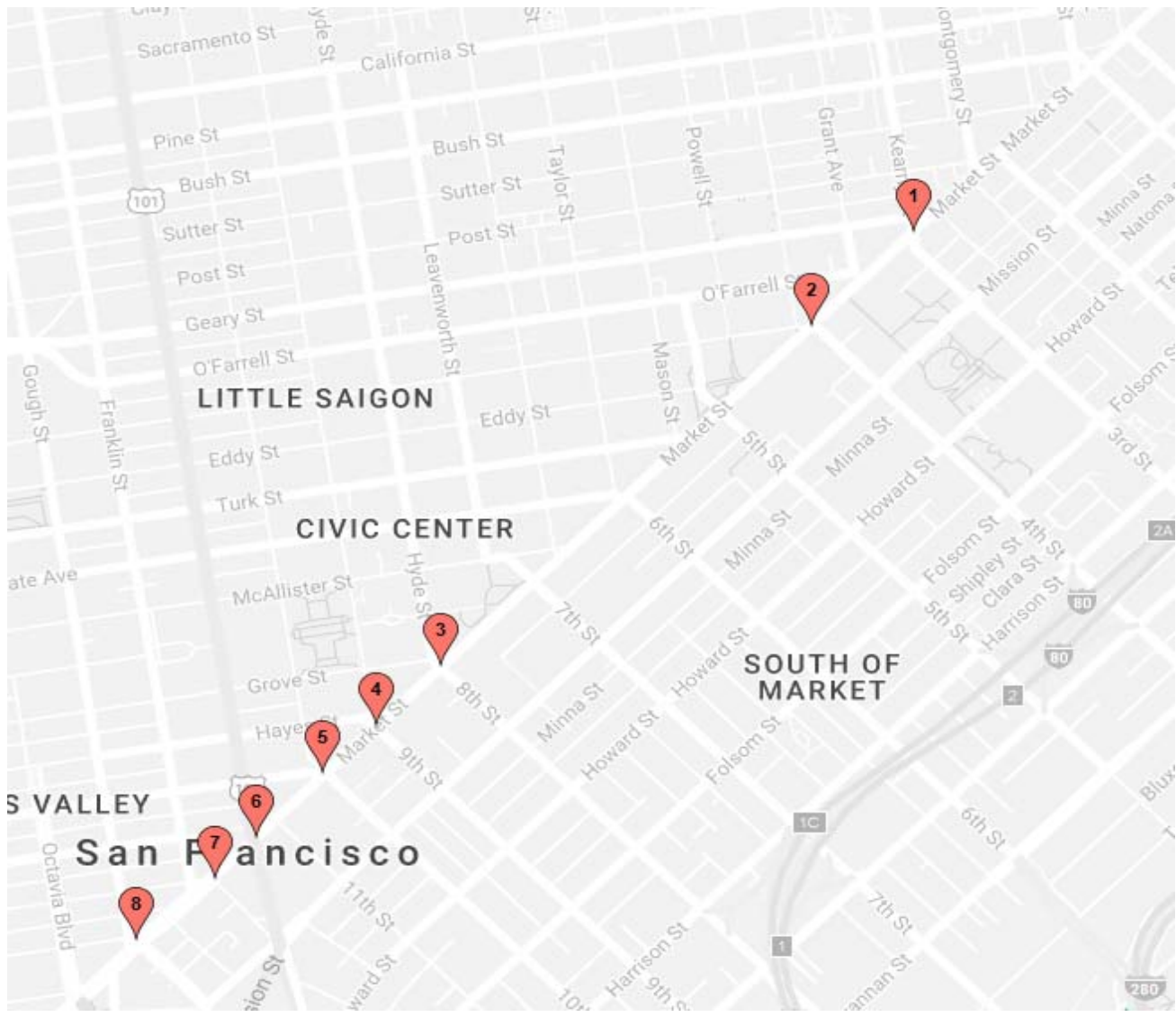
415-646-2520

Email: Geraldine.DeLeon@sfmta.com

joel.goldberg@sfmta.com

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

MAPS AND DRAWINGS



| | |
|---|---------------------------------|
| 1 | 3rd Street & Market Street |
| 2 | 4th Street & Market Street |
| 3 | 8th Street & Market Street |
| 4 | 9th Street & Market Street |
| 5 | 10th Street & Market Street |
| 6 | Market Street & Van Ness Avenue |
| 7 | 12th Street and Market Street |
| 8 | Gough Street & Market Street |

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Signals and Signs (EP 33)
Programming and Allocations to Date
 Pending 10/24/2017 Board

| Agency | Project Name | Phase(s) | Status | Fiscal Year | | | | | Total |
|--------------------------------|--|-----------|------------|-------------|-------------|-------------|-------------|-----------|-------------|
| | | | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | |
| Follow-the-Paving | | | | | | | | | |
| SEMTA | Follow-the-Paving (Spot Traffic Signal Improvements) ³ | PS&E, CON | Programmed | \$0 | | | | | \$0 |
| SEMTA | Follow-the-Paving (Spot Traffic Signal Improvements) ³ | PS&E, CON | Programmed | | \$0 | | | | \$0 |
| SEMTA | Traffic Signal Conduit Contract ³ | CON | Allocated | | \$400,000 | | | | \$400,000 |
| SEMTA | Follow-the-Paving (Spot Traffic Signal Improvements) ¹¹ | PS&E, CON | Programmed | | | \$0 | | | \$0 |
| SEMTA | Follow-the-Paving (Spot Traffic Signal Improvements) ¹¹ | PS&E, CON | Programmed | | | | \$0 | | \$0 |
| SEMTA | California Street Laurel Village Improvement Project - Traffic Signals ¹¹ | CON | Allocated | | | | \$500,000 | | \$500,000 |
| SEMTA | Follow-the-Paving (Spot Traffic Signal Improvements) | PS&E, CON | Programmed | | | | | \$150,000 | \$150,000 |
| Traffic Signal Upgrades | | | | | | | | | |
| SEMTA | Traffic Signal Upgrades (15 Locations) ^{1,4,7} | PS&E | Programmed | \$0 | | | | | \$0 |
| SEMTA | Traffic Signal Upgrade Contract 34 [Vision Zero] ⁴ | PS&E | Allocated | | \$518,000 | | | | \$518,000 |
| SEMTA | 7th Avenue and Lincoln Way Intersection Improvements ¹ | CON | Allocated | \$95,476 | | | | | \$95,476 |
| SEMTA | Traffic Signal Upgrades (15 Locations) ^{7, 10} | CON | Programmed | | \$0 | | | | \$0 |
| SEMTA | Traffic Signal Upgrades (15 Locations) ¹⁰ | PS&E | Programmed | | \$0 | | | | \$0 |
| SEMTA | Traffic Signal Upgrade Contract 34 ¹⁰ | CON | Allocated | | | | \$4,014,401 | | \$4,014,401 |
| SEMTA | Webster Street Pedestrian Signals ⁷ | CON | Allocated | | | \$1,358,206 | | | \$1,358,206 |
| SEMTA | Webster Street Pedestrian Signals - Additional Funds ⁹ | CON | Allocated | | | \$185,000 | | | \$185,000 |
| SEMTA | Franklin/Divisadero Corridor Signal Upgrade ^{11, 13} | CON | Programmed | | \$122,080 | | | | \$122,080 |
| SEMTA | Franklin and Divisadero Corridor Signal Upgrade | CON | Allocated | | \$3,162,920 | | | | \$3,162,920 |
| SEMTA | Eddy and Ellis Traffic Calming Improvement ⁸ | CON | Allocated | | | \$310,000 | | | \$310,000 |
| SEMTA | 19th Avenue Signals Phase III | PS&E | Allocated | \$630,000 | | | | | \$630,000 |

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Signals and Signs (EP 33)**

Programming and Allocations to Date

Pending 10/24/2017 Board

| Agency | Project Name | Phase(s) | Status | Fiscal Year | | | | | Total |
|--------|---|-----------|-------------|-------------|-------------|-------------|-----------|---------|-------------|
| | | | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 | |
| SEMTA | 19th Avenue Signals Phase III | CON | Allocated | | | \$2,520,000 | | | \$2,520,000 |
| SEMTA | 3rd Street Traffic Signal Detection Upgrade Phase 1 | CON | Allocated | \$300,000 | | | | | \$300,000 |
| SEMTA | 3rd Street Traffic Signal Detection Upgrade Phase 1 | CON | Deobligated | (\$7,685) | | | | | (\$7,685) |
| SEMTA | 3rd Street Traffic Signal Detection Upgrade Phase 2 | CON, PROC | Programmed | | | \$300,000 | | | \$300,000 |
| SEMTA | 3rd Street Traffic Signal Detection Upgrade Phase 3 | CON, PROC | Programmed | | | | \$457,950 | | \$457,950 |
| SEMTA | Traffic Signal Visibility Upgrades (12) ⁷ | CON, PROC | Programmed | | \$0 | | | | \$0 |
| SEMTA | South Van Ness Conduit Installation ⁶ | CON | Programmed | \$0 | | | | | \$0 |
| SEMTA | South Van Ness Signal Upgrade (12) ^{6,10} | PS&E | Programmed | \$0 | | | | | \$0 |
| SEMTA | South Van Ness Traffic Signal Upgrade ⁶ | CON | Allocated | | \$552,000 | | | | \$552,000 |
| SEMTA | South Van Ness Signal Upgrade (12) ^{12,13} | CON | Programmed | | | \$536,980 | | | \$536,980 |
| SEMTA | Traffic Signal Upgrade Contract 35 ¹² | PS&E | Pending | | | | \$840,000 | | \$840,000 |
| | Better Market Street Interim Signals Rehabilitation ¹³ | CON | Pending | | | | \$50,000 | | \$50,000 |
| SEMTA | Polk Corridor Signal Upgrade ^{2,5,7} | PS&E | Programmed | \$0 | | | | | \$0 |
| SEMTA | Polk Street Traffic Signal Upgrade ² | CON | Allocated | \$382,900 | | | | | \$382,900 |
| SEMTA | Polk Corridor Signal Upgrade ^{5,7} | CON | Programmed | | \$0 | | | | \$0 |
| SEMTA | Polk Streetscape Signal Modifications ⁵ | CON | Allocated | | \$516,000 | | | | \$516,000 |
| SEMTA | Gough Corridor Signal Upgrade (14) ^{8,10} | PS&E | Programmed | \$0 | | | | | \$0 |
| SEMTA | Gough Corridor Signal Upgrade (14) | CON | Programmed | | \$2,450,000 | | | | \$2,450,000 |
| SEMTA | Gough Corridor Signal Upgrade | PS&E | Allocated | | \$135,000 | | | | \$135,000 |
| SEMTA | Great Highway Traffic Signal Upgrade (8) | CON | Programmed | | | \$607,729 | | | \$607,729 |
| SEMTA | Van Ness BRT SFGO Signal Improvements | CON | Allocated | | \$2,275,000 | | | | \$2,275,000 |
| SEMTA | Neighborhood Transportation Improvement Program (NTIP) | PS&E, CON | Programmed | | \$357,729 | | | | \$357,729 |

**Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Signals and Signs (EP 33)
Programming and Allocations to Date**

Pending 10/24/2017 Board

| Agency | Project Name | Phase(s) | Status | Fiscal Year | | | | Total | |
|---------------------------------|--------------|----------|--------|-------------|--------------|-------------|-------------|-----------|--------------|
| | | | | 2014/15 | 2015/16 | 2016/17 | 2017/18 | | 2018/19 |
| Total Programmed in 5YPP | | | | \$1,400,691 | \$10,488,729 | \$5,817,915 | \$5,862,351 | \$150,000 | \$23,719,686 |

| | | | | | | |
|---|-------------|-------------|-------------|-------------|-----------|--------------|
| Total Allocated and Pending in 5YPPs | \$1,408,376 | \$7,558,920 | \$4,373,206 | \$5,404,401 | \$0 | \$18,744,903 |
| Total Deobligated in 5YPPs | (\$7,685) | \$0 | \$0 | \$0 | \$0 | (\$7,685) |
| Total Unallocated in 5YPPs | (\$0) | \$2,929,809 | \$1,444,709 | \$457,950 | \$150,000 | \$4,982,468 |

| | | | | | | |
|--|-------------|--------------|-------------|-----------|-----------|--------------|
| Total Programmed in 2014 Strategic Plan | \$3,653,371 | \$13,540,229 | \$5,062,629 | \$657,950 | \$150,000 | \$23,064,179 |
| Deobligated from Prior 5YPP Cycles ** | \$721,112 | | | | | \$721,112 |
| Cumulative Remaining Programming Capacity | \$2,973,793 | \$6,025,293 | \$5,270,007 | \$65,606 | \$65,606 | \$65,606 |

** "Deobligated from prior 5YPP cycles" includes deobligations from allocations approved prior to the current 5YPP period.

| |
|---|
| Programmed |
| Pending Allocation/Appropriation |
| Board Approved Allocation/Appropriation |

FOOTNOTES:

- 1 5YPP Amendment to fully fund 7th Avenue and Lincoln Way Intersection Improvements (Resolution 15-046, 03/24/2015):
Traffic Signal Upgrades (15 Locations): Reduced by \$95,476 in FY 2014/15 design funds. 7th Avenue and Lincoln Way is one of the 15 locations covered by this placeholder.
7th Avenue and Lincoln Way: Added project with \$95,476 for construction.
- 2 5YPP Amendment to reprogram \$382,900 from the PS&E phase to the construction phase of the Polk Street Traffic Signal Upgrade project (Resolution 2015-061, 6/23/2015):
To accommodate allocation of \$400,000 for Traffic Signal Conduit Contract (Resolution 15-061, 6/23/2015):
Reduced placeholder for Follow-the-Paving (Spot Traffic Signal Improvements) from \$200,000 in FY 2014/15 and \$200,000 in FY 2015/16 design/construction funds to \$0.
Added Traffic Signal Conduit Contract with \$400,000 in FY 2015/16 construction funds.
- 3 To accommodate allocation of \$518,000 for Traffic Signal Upgrades (15 Locations) from \$564,524 in FY 2014/15 design funds to \$46,524;
Added Traffic Signal Upgrade Contract 34 [Vision Zero] with \$518,000 in FY 2015/16 design funds.
- 4 To accommodate allocation of \$516,000 for Polk Streetscape Signal Modifications project (Resolution 2016-028, 12/15/2015):
Polk Corridor Signal Upgrade: Reduced by \$277,100 in FY2014/15 design funds and \$238,900 in FY2015/16 construction funds.
Added Polk Streetscape Signal Modifications with \$516,000 in FY2015/16 construction funds.
- 5 To accommodate allocation of \$552,000 for South Van Ness Signal Upgrade project (Resolution 2016-040, 2/23/2016):
South Van Ness Conduit Installation: Reduced by \$200,000 in FY2014/15 design/construction funds.
South Van Ness Signal Upgrade: Reduced by \$352,000 in FY2014/15 design funds.
Added South Van Ness Signal Upgrade with \$552,000 in FY2015/16 construction funds.
- 7 To accommodate allocation of \$1,358,206 to Webster Street Pedestrian Signals (Resolution 17-002, 7/26/2016)

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

Signals and Signs (EP 33)

Programming and Allocations to Date

Pending 10/24/2017 Board

| Agency | Project Name | Phase(s) | Status | Fiscal Year | | | Total |
|--------|--------------|----------|--------|-------------|---------|---------|-------|
| | | | | 2014/15 | 2015/16 | 2017/18 | |

- Traffic Signal Upgrades: Reduced by \$46,524 in FY2014/15 design funds. Project to be funded via Prop B.
- Traffic Signal Visibility Upgrades: Reduced by \$300,000 in FY2015/16 construction funds. Project to be funded via Prop B.
- Polk Corridor Signal Upgrade: Reduced by \$277,100 in FY2014/15 design funds and \$706,500 in FY2015/16 construction funds. Project to be completed under budget.
- Cumulative Remaining Programming Capacity (Funds Deobligated from Prior 5YPP Cycles): Reduced from \$239,713 to \$211,631.
- ⁸ 5YPP amendment to fully fund Eddy and Ellis Traffic Calming Improvement (Resolution 17-07, 9/27/2016)
- Gough Corridor Signal Upgrade (14): Reduced by \$167,729 in FY2014/15 design funds. Project is fully funded and in progress.
- Eddy and Ellis Traffic Calming Improvement: Increased by \$167,729 to fully fund construction in FY2016/17.
- ⁹ 5YPP amendment to fully fund Webster Street Pedestrian Signals - Additional Funds (Resolution 17-035,03/21/2017)
- Cumulative Remaining Programming Capacity (Funds Deobligated from Prior 5YPP Cycles): Reduced from \$354,394 to \$169,394.
- Webster Street Pedestrian Signals - Additional Funds: Added project with \$185,000 in FY2016/17 construction funds.
- ¹⁰ 5YPP amendment to fund Traffic Signal Upgrade Contract 34 (Resolution 2018-004, 7/25/2017)
- Traffic Signal Upgrades (15 Locations): Placeholders reduced from \$2,640,000 to \$0 in FY 2015/16 design funds and \$660,000 to \$0 in FY 2015/16 construction funds.
- South Van Ness Signal Upgrade (12): Reduced from \$46,100 to \$0 in FY 2014/15 design funds. Project is in construction and is fully funded with SFMTA Operating funds.
- Gough Corridor Signal Upgrade (14): Reduced from \$160,271 to \$0 in FY 2014/15 design funds. Project is in construction and is fully funded with Prop AA funds.
- Cumulative Remaining Programming Capacity (Funds Deobligated from Prior 5YPP Cycles): Reduced from \$508,030 to \$0.
- Traffic Signal Upgrade Contract 34: Added project with \$4,014,401 in FY 2017/18 construction funds.
- ¹¹ 5YPP amendment to fund California Street Laurel Village Improvement Project - Traffic Signals (Resolution 2018-0XX, 9/26/2017)
- Follow-the-Paving (Spot Traffic Signal Improvements): Reduced placeholders from \$200,000 to \$0 in each of FYs 2016/17 and 2017/18.
- Franklin/Divisadero Corridor Signal Upgrade: Reduced by \$100,000 in FY 2015/16 . Project is fully funded and in construction.
- California Street Laurel Village Improvement Project - Traffic Signals: Added project with \$500,000 in FY2017/18 for construction.
- ¹² 5YPP amendment to fund Traffic Signal Upgrade Contract 35 (Resolution 2018-0XX, 10/24/2017)
- South Van Ness Signal Upgrade (12): Reduced from \$1,434,900 to \$594,900 in FY2016/17 construction funds. Project is fully funded via a Highway Safety Improvement Program grant, SFMTA Bond Funds and a previous Prop K allocation.
- Traffic Signal Upgrade Contract 35: Added project with \$840,000 in FY2017/18 design funds.
- ¹³ 5YPP amendment to fund Better Market Street Interim Signals Rehabilitation (Resolution 2018-0XX, 10/24/2017):
- Franklin/Divisadero Corridor Signal Upgrade: Reduced from \$172,080 to \$122,080 in FY2015/16 construction funds; project is complete.
- Better Market Street Interim Signals Rehabilitation: Added project with \$50,000 in FY2017/18 construction funds.

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

FY of Allocation Action: 2017/18

Project Name: Muni Metro Station Enhancements - Phase 1

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: _____

Prop AA Category: Transit Reliability and Mobility Improvements

Secondary Prop AA Category: _____

Current Prop AA Request: \$ 2,465,316

Supervisorial District(s): District 05, District 06, District 07, District 08

REQUEST

Brief Project Description (type below)

The Muni Metro Station Enhancements project will improve existing station amenities such as lighting, signage and accessibility in order to improve safety, customer comfort and the quality of the passenger experience at the nine major Metro stations. The scope for the request is to fund the signage improvements at all nine stations and upgrade architectural and lighting amenities at the Powell, Church Street, and Castro Metro stations.

Detailed Scope, Project Benefits and Community Outreach (type below)

The project scope is broken down into two phases:

Phase 1 is the initial implementation of wayfinding signage throughout the nine stations and architectural/lighting upgrades at Powell, Church and Castro stations. Phase 2 will complete architectural/lighting upgrades for the remaining six stations (e.g. Embarcadero, Montgomery, Civic Center, Van Ness, Forest Hill, West Portal). (see attached Preliminary Engineering scope for additional details)

The project provides tangible, visible benefits for passengers, aiming to improve the customer experience by providing better travel information, clearer wayfinding, cleaner stations and safety improvements.

SFMTA is continually receiving and evaluating customer feedback on vehicle and station improvements. The 2016 Muni Ridership Survey showed that the fourth highest concern from respondents was better vehicle and station cleanliness. One of the top customer complaints is the lack of seating at Muni stops/stations, which this project aims to address. Per feedback from the 2016 Muni Ridership Survey and leveraging MTC and BART's extensive outreach completed for developing wayfinding signage standards, the project team conducted outreach for feedback on signage content and seating design.

Project Location (type below)

Muni Metro Stations: Embarcadero, Montgomery, Powell, Civic Center, Van Ness, Church, Castro, Forest Hill, West Portal

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? Yes

Other Items Attached? Yes

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

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K
5YPP/Prop AA Strategic Plan? | Named Project _____

Is the requested amount greater
than the amount programmed in
the relevant 5YPP or Strategic
Plan? | Less than or Equal to Programmed Amount

| | | | | |
|----------------------------|--|---|----|-----------|
| Prop K 5YPP Amount: | | Prop AA Strategic Plan Amount: | \$ | 2,465,316 |
| _____ | | _____ | | _____ |

Muni Metro Station Enhancements Phase 1 and 2

Preliminary Engineering

Draft



Background

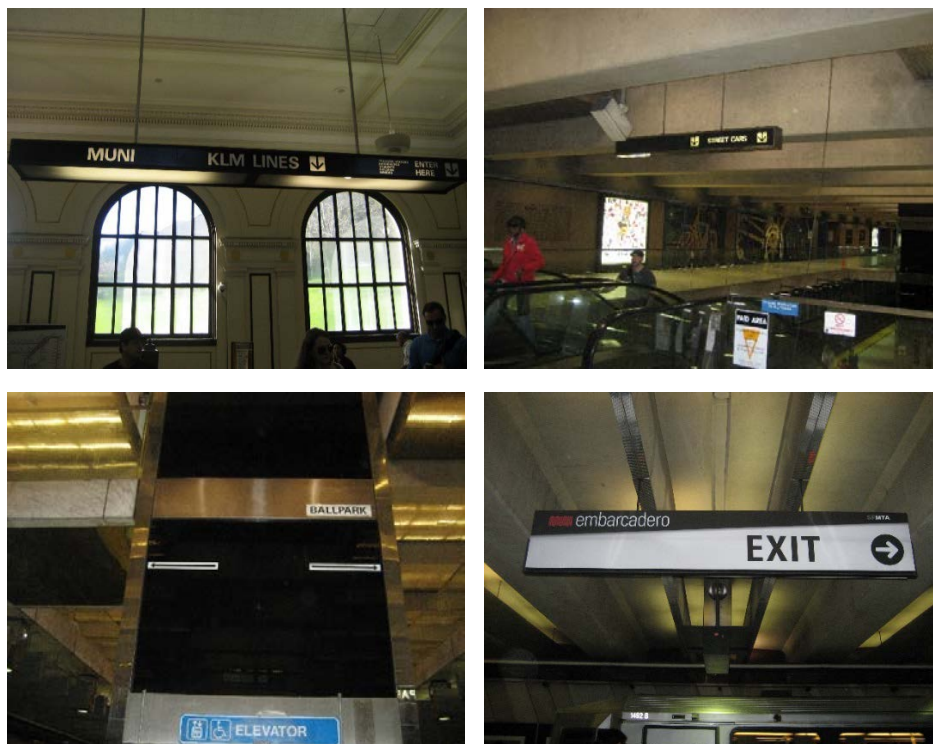
Existing Conditions

Since the opening of the Muni Metro stations, minimal capital improvements have been made to improve amenities at the stations for the approximately 87,000 daily customers. The amenities include signage, lighting, station state of good repair, seating, accessibility, digital voice announcement system, vehicle arrival times, platform seating and accessible elevators from platform to the street level.

Station Signage

The daily Muni customers rely on wayfinding and customer information at stations to make the next trip decision. Station signage has accumulated over the course of multiple decades and old outdated signage has not been removed, leaving the stations with cluttered and, in some cases, incorrect information. Signage content is also inconsistent amongst the various stations, and does not conform to existing MTC Wayfinding Signage standards. Finally, station wayfinding is limited and does not provide destination information at decision points.

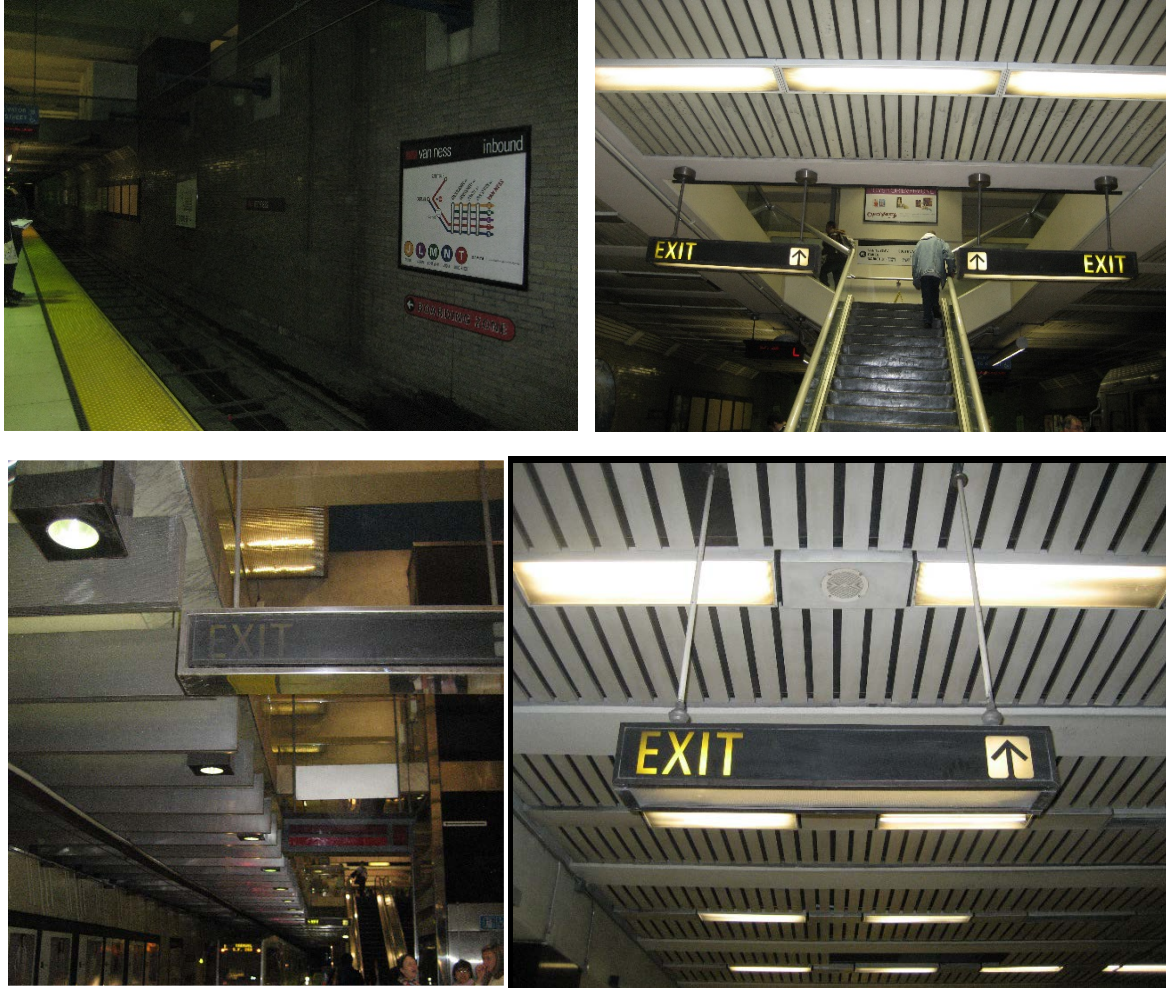
Figure 1: Examples of Existing Various Signs, Signage Materials, Design Standards



2. Lighting

The current lighting levels and existing fixtures vary at each station.

Figure 2: Examples of Lighting Levels and Existing Fixtures



3. State of Good Repair Upgrades

Each station has a unique design and varying materials for flooring, walls and acoustics, and painting schemes. The materials and finishes appear very unkempt or dated.

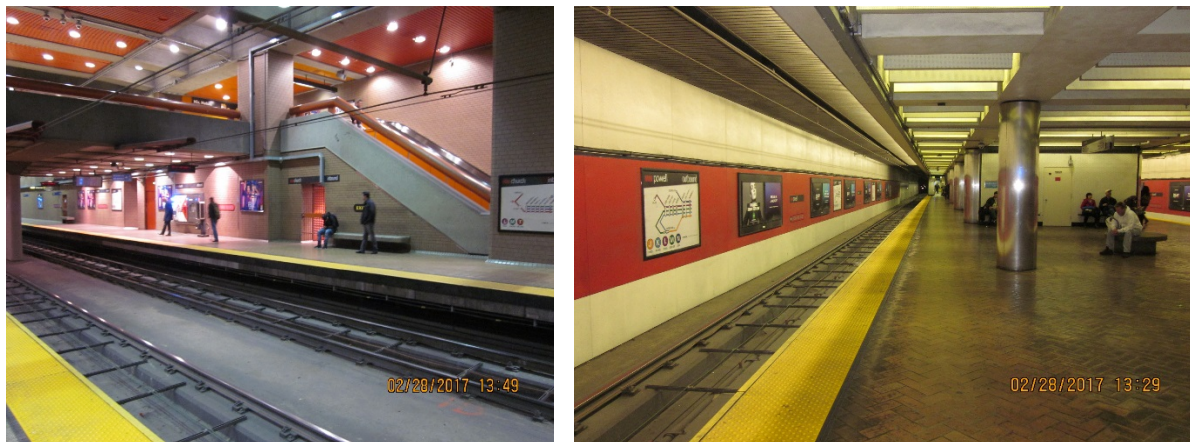
Figure 3: Examples of Acoustic Panels, Lack of Cleanliness



4. Seating

Seating on the platform level at certain stations, particularly at the stations west of Civic Center will need updating.

Figure 4: Examples of Existing Seating



Project Scope

In 2016, the Muni Ridership Survey revealed that over 70% of customers are satisfied with service—the highest in agency history. However, the survey also revealed that customers want Muni to prioritize vehicle and station cleanliness, because as of now, minimal investment has been made to improve customer amenities at the stations they opened in 1980.

Given customer input and the SFMTA's existing priority to invest in customer comfort upgrades along the Muni Rapid Network, this project aims to improve the customer experience by providing better travel information, clearer wayfinding, cleaner stations and safety improvements.

The Muni Metro Station Enhancements project will provide tangible, visible benefits for passengers. These improvements are detailed in the table below, which lists treatments that the Muni Metro Station Enhancements project is proposing at each station.

These improvements will compliment other, ongoing work in the subway, including track replacement between Castro and West Portal stations and communication upgrades.

Project Scope Categories

Table 1 lists the scope of each category.

Table 1: Category Details

| | |
|-----------------------|--|
| Signage: | Upgrade and replace existing station signage with new signage on the mezzanine and at the platforms that meet MTC Signage Standards and are consistent with the region. These new signs are back-lit, legible and provide helpful destination information for customers and key decision points at the stations. |
| Lighting: | Upgrade existing ceiling lights with energy-efficient LED fixtures to improve visibility at stations; add directional lighting for advertisement panels on perimeter walls. |
| State of Good Repair: | Repair wall/floor tiles and acoustical panels to improve safety and cleanliness; paint treatments to brighten the station and develop unique station identity. |
| Seating: | Add additional seating at the platform for customers. |
| Accessibility: | Update handrails at specific stations. |

Project Phases

The project is broken down into two phases:

- Phase 1 is the initial implementation of wayfinding signage throughout the nine stations and architectural/lighting upgrades at Castro, Church and Powell stations
- Phase 2 will complete architectural/lighting upgrades for the remaining six stations.

With better wayfinding and improved comfort while waiting for the trains, these enhancements will improve the general safety of the stations and the customer's travel experience when riding Muni.

Table 2: Phase 1 Project Scope by Station

| Station | Level | Signage | Lighting | State of Good Repair Upgrades | Seating | Accessibility |
|--------------|------------------------|---------|----------|-------------------------------|---------|---------------|
| Embarcadero | Platform | X | | | | |
| Montgomery | Platform | X | | | | |
| Powell | Platform | X | X | X | | X |
| Civic Center | Platform | X | | | | |
| Van Ness | Mezzanine, Platform | X | | | | |
| Church | Mezzanine, Platform | X | X | X | X | |
| Castro | Mezzanine, Platform | X | X | X | X | X |
| Forest Hill | Mezzanine, Platform | X | | | | |
| West Portal | Platform | X | | | | |

Please see attachment 1 for some mock-ups for how some of the stations may look with improved signage and lighting. The images below show how signage will appear at the platform, indicating direction and exit signs and where the stairs/escalators are leading the customers to.

Table 3: Phase 2 Project Scope by Station

| Station | Level | Lighting | State of Good Repair Upgrades | Seating | Accessibility |
|--------------|------------------------|----------|-------------------------------|---------|---------------|
| Embarcadero | Platform | X | X | | |
| Montgomery | Platform | X | X | | X |
| Civic Center | Platform | X | X | | X |
| Van Ness | Mezzanine, Platform | X | X | X | X |
| Forest Hill | Mezzanine, Platform | X | X | X | X |
| West Portal | Platform | X | X | X | |

Project Cost Estimate

Phase 1 - Cost Estimate

| | | |
|----------------------|--|---------------------|
| Item 1 | Advanced Funding | \$287,000 |
| Item 2 | Wayfinding and Station ID Signage at all stations | \$2,782,950 |
| Item 3 | Transit Information signs (Maps) | \$735,000 |
| Item 4 | Paint ceiling panels above trackway | \$1,050,000 |
| Item 5 | Powell, Church and Castro Station Arch upgrades | \$1,377,118 |
| Item 6 | Powell, Church and Castro Station Lighting upgrades | \$2,967,644 |
| Item 7 | Transit PM, Engr, Planning, Outreach Services (10%) | \$706,155 |
| | Subtotal | \$9,905,867 |
| Optional Work | | |
| Item 8 | Optional Info "I" Cube | \$413,516 |
| Item 9 | Optional Arch Screen to cover conduits | \$500,625 |
| Item 10 | Optional Unique Station identifier | \$667,500 |
| Item 11 | Transit PM, Engr, Planning, Outreach Services (10%) | \$112,492 |
| | Subtotal | \$1,694,133 |
| | Total | \$11,600,000 |

Phase 2 - Cost Estimate

Station upgrades (Embarcadero, Montgomery, Civic Center, Van Ness, Forrest Hill and West Portal):

| | |
|--------------|--------------------|
| Embarcadero | \$756,938 |
| Montgomery | \$1,744,169 |
| Civic Center | \$1,001,111 |
| Van Ness | \$897,604 |
| Forrest Hill | \$1,570,189 |
| West Portal | \$1,763,869 |
| Total | \$7,733,880 |

Project Schedule

Phase 1 Preliminary Schedule

- | | |
|---------------------------------------|------------------|
| 1. Preliminary Engineering completion | May 15, 2017 |
| 2. Final Design completion | July 28, 2017 |
| 3. Outreach completion | July 28, 2017 |
| 4. Advertise | August 3, 2017 |
| 5. Bid & Award completion | January 15, 2018 |
| 6. Construction completion | March 2019 |

Phase 2 Schedule is pending – dependent on funding and outcome of Phase 1

Contracting Strategy

This region is experiencing a construction boom and as a result, there have been recent public contracts that have received significantly high bids or no bids at all from contractors.

It is therefore recommended that the project is divided into two separate construction contracts to align the work specialty and also to hopefully address the high bid or no bid situation.

Contract 1: Signage for all stations

Contract 2: Church, Castro and Powell Stations upgrades (painting, lighting, refinish surfaces, ADA upgrades and seating)

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

Project Name: Muni Metro Station Enhancements - Phase 1

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

| Phase | Start | | End | |
|--|---------|---------------|---------|---------------|
| | Quarter | Calendar Year | Quarter | Calendar Year |
| Planning/Conceptual Engineering (PLAN) | Oct-Dec | 2016 | | |
| Environmental Studies (PA&ED) | Oct-Dec | 2016 | Jul-Sep | 2017 |
| Right-of-Way | | | | |
| Design Engineering (PS&E) | Apr-Jun | 2017 | Jan-Mar | 2018 |
| Advertise Construction | Jul-Sep | 2017 | | |
| Start Construction (e.g. Award Contract) | Jan-Mar | 2018 | | |
| Operations (i.e., paratransit) | | | | |
| Open for Use | | | Jan-Mar | 2019 |
| Project Completion (means last eligible expenditure) | | | Jan-Mar | 2019 |

SCHEDULE DETAILS

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

The Muni Metro Station Enhancements project will leverage other right-of-way projects and subway construction closures to complete work during non-revenue hours if needed, per protocol.

The team anticipates receiving a categorical exemption for the project as the scope entails replace-in-kind work. The team expects Environmental Clearance for the project will be approved in August 2017 from the SF Planning Department.

Design Schedule Breakdown:

- 1A (wayfinding of Powell, Church, Castro): 95% complete
- 1B (wayfinding of remaining six stations): 60% (to be completed in November 2017)
- 1C (architectural/lighting treatments at Powell, Church and Castro): 20% complete (to be completed in March 2018)

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

Project Name: Muni Metro Station Enhancements - Phase 1

FUNDING PLAN - FOR CURRENT REQUEST

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

| Fund Source | Planned | Programmed | Allocated | Total | |
|---------------------------------|---------|---------------|-----------|---------------|---------------------------|
| Prop AA | \$ - | \$ 2,465,316 | \$ - | \$ 2,465,316 | |
| CCSF-IPIC (Market Octavia) FY19 | \$ - | \$ 2,448,670 | \$ - | \$ 2,448,670 | |
| Prop B General Fund Set-Aside | \$ - | \$ 5,580,367 | \$ - | | |
| Total: | \$ - | \$ 10,494,353 | \$ - | \$ 10,494,353 | Construction Phase 1 Only |

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary below.

| Fund Source | Planned | Programmed | Allocated | Total | |
|---------------------------------|---------|---------------|------------|---------------|---------|
| Prop AA | \$ - | \$ 2,465,316 | \$ - | \$ 2,465,316 | |
| Caltrans-PTMISEA (IBond)-FY14 | \$ - | | \$ 287,000 | \$ 287,000 | |
| CCSF-IPIC (Market Octavia) FY19 | \$ - | \$ 2,448,670 | \$ - | \$ 2,448,670 | |
| Prop B General Fund Set-Aside | \$ - | \$ 6,399,014 | \$ - | \$ 6,399,014 | |
| Total: | \$ - | \$ 11,313,000 | \$ 287,000 | \$ 11,600,000 | Phase 1 |

COST SUMMARY

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

| Phase | Total Cost | Prop K - Current Request | Prop AA - Current Request | Source of Cost Estimate |
|--|---------------|--------------------------|---------------------------|------------------------------------|
| Planning/Conceptual Engineering (PLAN) | \$ 287,000 | \$ - | | |
| Environmental Studies (PA&ED) | \$ - | \$ - | | |
| Right-of-Way | \$ - | \$ - | | |
| Design Engineering (PS&E) | \$ 818,647 | \$ - | \$ - | From Preliminary Engineering Scope |
| Construction (CON) | \$ 10,494,353 | | \$ 2,465,316 | From Preliminary Engineering Scope |
| Total: | \$ 11,600,000 | \$ - | \$ 2,465,316 | |

% Complete of Design: as of See schedule details box
 Expected Useful Life: Years

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

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST (Instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

| Fund Source | FY 2016/17 | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21+ | Total |
|--------------------|-------------------|-------------------|-------------------|-------------------|--------------------|--------------|
| Prop K | \$ - | | | \$ - | \$ - | \$ - |
| Prop AA | \$ - | \$ 2,465,316 | \$ - | \$ - | \$ - | \$ 2,465,316 |

San Francisco County Transportation Authority
 Prop K/Prop AA Allocation Request Form
 Project Name: Muni Metro Station Enhancements - Phase 1

MAJOR LINE ITEM BUDGET

CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

| Budget Line Item | Totals | % of contract | SFMTA | Contractor |
|--|----------------------|---------------|-------------------|---------------------|
| Phase 1 Cost Estimate | | | | |
| Item 1 Wayfinding and Station ID at all Stations | \$ 2,782,950 | | | \$ 2,782,950 |
| Item 2 Transit Information Signs (Maps) | \$ 735,000 | | | \$ 735,000 |
| Item 3 Paint Ceiling Panels above Trackway | \$ 1,050,000 | | | \$ 1,050,000 |
| Item 4 Powell, Church and Castro Station Arch Upgrades | \$ 1,377,118 | | 600,000 | \$ 777,118 |
| Item 5 Powell, Church and Castro Station Lighting upgrades | \$ 2,967,644 | | | \$ 2,967,644 |
| Item 6 Option Info "i" Cube | \$ 413,516 | | | \$ 413,516 |
| Item 7 Optional Arch Screen to Cover Conduits | \$ 500,625 | | | \$ 500,625 |
| Item 8 Optional Unique Station Identifier | \$ 667,500 | | | \$ 667,500 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| TOTAL CONSTRUCTION PHASE* | \$ 10,494,353 | | \$ 600,000 | \$ 9,894,353 |

* Includes City Attorney Review

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/25/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Muni Metro Station Enhancements - Phase 1

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

| Funding Recommended: | Action | Amount | Phase |
|----------------------|---------------|---------------------|--------------|
| | | Prop AA Allocation | \$ 2,465,316 |
| | | | |
| | Total: | \$ 2,465,316 | |

Total Prop K Funds: \$ -

Total Prop AA Funds: \$ 2,465,316

Fund Expiration Date: 3/31/2020 **Eligible expenses must be incurred prior to this date.**

Deliverables:

1. Quarterly progress reports shall provide the improvements installed at each station in the prior quarter, the improvements by location anticipated in the upcoming quarter, the percent complete for each location and the percent complete for the overall project, in addition to all other requirements described in the Standard Grant Agreement (SGA). Over the course of the project quarterly progress reports should include 2-3 photos of work in progress for recent activities and 2-3 photos of completed work. See SGA for definitions.
2. _____

Special Conditions:

1. SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$2,465,316) pending receipt of evidence of completion of design (e.g. copy of certifications page).
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

1. _____
2. _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 8/25/2017 **Res. No.:** _____ **Res. Date:** _____

Project Name: Muni Metro Station Enhancements - Phase 1

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

| Metric | Prop K | Prop AA |
|-------------------------------------|-----------|---------|
| Actual Leveraging - Current Request | No Prop K | 76.51% |
| Actual Leveraging - This Project | No Prop K | 78.75% |

SFCTA Project P&PD
Reviewer: _____

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - MUNI
SGA Project Number: 718-xxxxxx **Name:** Muni Metro Station Enhancements – Phase 1
Phase: Construction (CON) **Fund Share:** 23.49%

Cash Flow Distribution Schedule by Fiscal Year

| Fund Source | FY 2016/17 | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21+ | Total |
|-------------|------------|-------------|--------------|------------|-------------|--------------------|
| Prop AA | | \$1,232,658 | \$ 1,232,658 | | | \$2,465,316 |

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

FY of Allocation Action: 2017/18

Current Prop K Request: \$ -
Current Prop AA Request: \$ 2,465,316

Project Name: Muni Metro Station Enhancements - Phase 1

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Required for Allocation Request Form Submission
Initials of sponsor staff member verifying the above statement
JG

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Roger Nguyen

Joel Goldberg

Title: Project Manager

Manager of Capital Procurement & Management

Phone: 415-646-2608

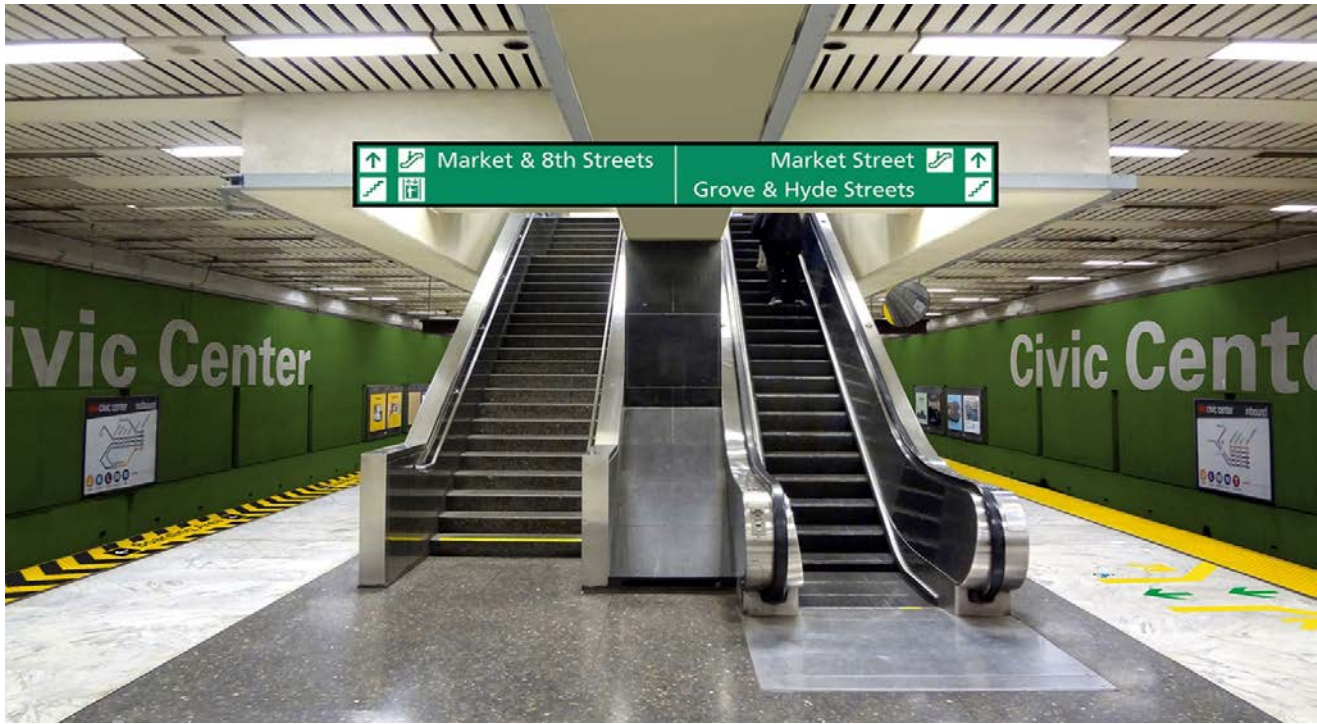
415-646-2520

Email: Roger.Nguyen@sfmta.com

joel.goldberg@sfmta.com

MAPS AND DRAWINGS

Below are renderings of possible treatments:





Memorandum

Date: October 5, 2017
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 10/17/2017 Board Meeting: Allocation of \$890,000 in Prop K Sales Tax Funds for Two Requests and \$2,465,316 in Prop AA Vehicle Registration Fee Funds for One Request, with Conditions

| | |
|---|--|
| <p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Allocate \$890,000 in Prop K sales tax funds to the San Francisco Municipal Transportation Agency (SFMTA) for two requests: <ol style="list-style-type: none"> 1. Traffic Signal Upgrade Contract 35 (\$840,000) 2. Better Market Street Interim Signals Rehabilitation (\$50,000) • Allocate \$2,465,316 in Prop AA vehicle registration fee funds to the SFMTA for one request: <ol style="list-style-type: none"> 3. Muni Metro Station Enhancements - Phase 1 <p>SUMMARY</p> <p>We have received two requests totaling \$890,000 in Prop K sales tax funds and one request for \$2,465,316 in Prop AA vehicle registration fee funds. 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"> <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: <hr/> |
|---|--|

DISCUSSION

Attachment 1 summarizes the subject allocation 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 each project is included in the attached 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 \$890,000 in Fiscal Year (FY) 2017/18 Prop K sales tax funds and \$2,465,316 in Prop AA vehicle registration fee funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the total approved FY 2017/18 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations and cash flow

Agenda Item 6

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 was briefed on this item at its September 27, 2017 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

Attachment 4 – Prop K/AA Allocation Summaries – FY 2017/18

Attachment 5 – Prop K/AA Allocation Request Forms (3)



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RESOLUTION ADOPTING THE 2017 SAN FRANCISCO TRANSPORTATION PLAN UPDATE

WHEREAS, As San Francisco's Congestion Management Agency, the Transportation Authority develops a countywide, long-range transportation multi-modal plan to establish San Francisco's investment priorities and guide development of the sector; and

WHEREAS, In December 2013, the Transportation Authority Board adopted the previous San Francisco Transportation Plan (2013 SFTP), the long-range blueprint that guides investment in the City's transportation system; and

WHEREAS, For the 2013 SFTP, through detailed data analysis, interagency collaboration, and public involvement, staff evaluated ways to improve our transportation system with existing resources and potential new revenues; and

WHEREAS, The 2013 SFTP recommended a diverse investment plan and policy changes that make meaningful progress towards the four city-wide and regional goals identified: economic competitiveness, safe and livable neighborhoods, environmental health, and well-maintained infrastructure; and

WHEREAS, As a minor progress update to the prior SFTP, the 2017 SFTP Update highlights milestones reached for transportation projects, plans, and new revenue advocacy since the adoption of the 2013 SFTP, reports on existing and future conditions and trends impacting the City's transportation system, and reaffirms the 2013 SFTP's goals, investment plan and supporting policy recommendations; and

WHEREAS, The 2017 SFTP Update was developed in parallel to the Metropolitan Transportation Commission's Plan Bay Area 2040 update adopted in July 2017 and mirrors the local transportation priorities that are included in Plan Bay Area 2040; and



WHEREAS, Development of San Francisco's project priorities and policy inputs to Plan Bay Area 2040 were based on the 2013 SFTP and updated in collaboration with San Francisco project sponsors and input was sought from the Board and public through numerous presentations on Plan Bay Area 2040 at Board and Citizens Advisory Committee meetings; and

WHEREAS, At its September 27, 2017 meeting, the Citizens Advisory Committee was briefed on and unanimously adopted a motion of support for adoption of the enclosed 2017 SFTP update; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed 2017 SFTP update; and be it further

RESOLVED, That the Executive Director is hereby authorized to prepare the final 2017 SFTP update for publication and distribute the document to all relevant agencies and interested parties.

Enclosure:

1. 2017 SFTP Document



Memorandum

Date: October 11, 2017
To: Transportation Authority Board
From: Jeff Hobson – Deputy Director of Planning
Subject: 10/17/17 Board Meeting: Adoption of the 2017 San Francisco Transportation Plan Update

| | |
|--|---|
| <p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the 2017 San Francisco Transportation Plan Update</p> <p>SUMMARY</p> <p>This memo provides information regarding the 2017 San Francisco Transportation Plan (SFTP) Update draft document. The SFTP outlines how transportation funding in the city will be prioritized through 2040 with consideration for citywide goals as well as expected and potential revenues. The 2017 SFTP Update is the local parallel effort to the Metropolitan Transportation Commission’s (MTC’s) regional Plan Bay Area 2040 update.</p> | <p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p> |
|--|---|

DISCUSSION

Background.

In December 2013, the Transportation Authority Board adopted the previous SFTP, the long-range blueprint that guides investment in the City’s transportation system. Through detailed data analysis, interagency collaboration, and public involvement, staff evaluated ways to improve our transportation system with existing resources and potential new revenues. The SFTP recommended a diverse investment plan and policy changes that make meaningful progress towards the four city-wide and regional goals identified: economic competitiveness, safe and livable neighborhoods, environmental health, and well-maintained infrastructure.

Current Effort.

Staff has prepared a draft 2017 SFTP Update document, and this memorandum outlines its contents. The 2017 SFTP Update mirrors the local transportation priorities that are included in the MTC Plan Bay Area 2040 update adopted in July 2017. The 2017 SFTP Update also reaffirms the 2013 SFTP’s goals, investment plan, and supporting policy recommendations.

This draft document includes the following content:

- *Investments Bearing Fruit:* This section provides a progress report on projects implemented, policies adopted, and planning studies completed. It also acknowledges new revenue sources for transportation that have been established over the past several years. Overall,

this section highlights key milestones and progress since adoption of the 2013 SFTP that contribute towards the SFTP's goals.

- *Existing and Future Conditions and Trends:* This section provides an update of conditions and trends – such as population and employment growth, traffic congestion, and affordability trends that impact San Francisco's transportation system.
- *Updated Transportation Investment Strategy:* The 2017 SFTP Update retains the same framework as the 2013 SFTP of two investment scenarios: a fiscally constrained scenario that can be funded with anticipated revenues and a more visionary scenario if additional revenues are secured. This section explains the minor updates to the scenarios which reflect changes in project costs and revenue projections.
- *What's Next:* The document concludes with a summary of new long-range planning efforts that are currently underway and continued revenue advocacy efforts needed to address our on-going transportation challenges.

Schedule.

- Summer 2015: Initial Outreach
- Fall 2015: Call for projects (combined with Plan Bay Area 2040)
- Spring 2016: Updated project evaluation
- Fall 2016 – Spring 2017: Research conducted on current and future conditions and trends; Updated expenditure and revenue plans; Plan Bay Area coordination and advocacy
- Summer/September 2017: PBA approval; Draft SFTP 2017 document
- Fall 2017: Expected adoption

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2017/18 budget.

CAC POSITION

The CAC was briefed on this item at its September 27, 2017 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Enclosure – 2017 SFTP Document

RESOLUTION ACCEPTING THE SAN FRANCISCO TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN WHICH IDENTIFIES A FRAMEWORK OF TDM EFFORTS FOR ALL RESIDENTS, TENANTS, EMPLOYEES, AND VISITORS TO MAKE SURE THEY HAVE THE TOOLS THEY NEED TO GET AROUND USING SUSTAINABLE MODES OF TRAVEL SUCH AS TRANSIT, WALKING, AND BICYCLING IN SUPPORT OF SAN FRANCISCO'S TRANSPORTATION GOALS

WHEREAS, In years past, San Francisco City and County departments provided Transportation Demand Management (TDM) services and support in agency-oriented siloes; and

WHEREAS, The San Francisco Department of the Environment (SFE), San Francisco Planning Department (SF Planning), San Francisco Municipal Transportation Agency (SFMTA) and San Francisco County Transportation Authority (SFCTA) finalized a TDM Strategy for collaborative work in August 2014; and

WHEREAS, The "Transit First Policy" in the City Charter declares that public transit is "an economically and environmentally sound alternative to transportation by individual automobiles", and that within the City, "travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile"; and

WHEREAS, The City has many plans, policies, and initiatives that seek to encourage travel by and safety of active modes of transportation including the San Francisco Bicycle Plan, the Green Connections Plan, the Better Streets Plan, Vision Zero, and others; and

WHEREAS, Travel by transit, bicycle, or on foot are considered to be trips made by sustainable modes of transportation; and

WHEREAS, For most families, transportation is the second-largest part of the household budget; and



WHEREAS, A successful TDM program can significantly lower transportation costs, helping to make San Francisco a more affordable and inclusive city; and

WHEREAS, According to Plan Bay Area 2040, the Bay Area's Regional Transportation Plan and Sustainable Community Strategy, San Francisco is expected to grow by approximately 191,000 jobs and 102,000 households between 2010 and 2040; and

WHEREAS, This growth will generate an increased demand for transportation infrastructure and services on an already constrained transportation system; and

WHEREAS, One of the challenges posed by this growth is the increased number of single occupancy vehicle trips, and the pressure they add to San Francisco's limited public streets and rights-of-way, contributing to congestion, transit delays, and public health and safety concerns, and the air pollution, greenhouse gas (GHG) emissions, and noise caused by motorized vehicles, which negatively impact the quality of life in the City and health of people living in the Bay Area and our planet; and

WHEREAS, Various policies have been adopted at the state level that set GHG reduction targets including, Assembly Bill 32, the California Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006), Executive Orders B-30-15, S-3-05 and B-16-12, Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (Chapter 728, Statutes of 2008); and

WHEREAS, Local plans and policies including Plan Bay Area 2040 and the GHG Reduction Ordinance also set GHG reduction targets; and

WHEREAS, Local plans including the San Francisco 2013 Climate Action Strategy and its 0-50-100 Roots framework establish climate goals; and

WHEREAS, The transportation sector contributes significantly to GHG emissions and, as a result, many GHG emissions reduction targets are accompanied by targets to reduce vehicle miles traveled and to increase non-automobile mode share; and one of the ways identified to achieve these targets is through a collaboration of TDM projects across agencies; and

WHEREAS, The importance of TDM strategies are acknowledged in the Transportation Element of the General Plan and the San Francisco Transportation Plan; and

WHEREAS, Many Area Plans including each of the Area Plans within Eastern Neighborhoods and the Transit Center District Plan identify policies for the development of a TDM program for the Plan Area; and

WHEREAS, The proposed plan seeks to promote sustainable travel modes by encouraging policies and programs that support transit, ride-sharing, walking, and bicycle riding for residents, tenants, employees, and visitors; and

WHEREAS, A successful TDM program can ensure access and mobility for all; and

WHEREAS, The goals of the plan are to help keep San Francisco moving as the city grows, and to promote better equity, environmental, health and safety outcomes, consistent with state, regional and local policies; and

WHEREAS, As Congestion Management Agency (CMA), the SFCTA produces the long-range Countywide Transportation Plan and the Congestion Management Program and develops the travel demand forecasting model for San Francisco; and

WHEREAS, The SFCTA, SFMTA and SF Planning Department adopted a “Interagency Transportation Demand Management Strategy” to identify and analyze the major sources of single occupant vehicle travel in San Francisco; and

WHEREAS, The upcoming major update of the San Francisco Transportation Plan depends on a Transportation Demand Management Modal Plan; and

WHEREAS, At its June 28, 2017 meeting, the Citizens Advisory Committee was briefed and unanimously adopted a motion of support to accept the San Francisco Transportation Demand Management Plan; now, therefore, be it



RESOLVED, That the Board hereby accepts the San Francisco Transportation Demand Management Plan.

Enclosure:

1. San Francisco Transportation Demand Management Plan



Memorandum

Date: October 11, 2017; Revised October 19, 2017
To: Transportation Authority Board
From: Jeff Hobson – Deputy Director for Planning
Subject: 10/17/17 Board Meeting: Acceptance of the San Francisco Transportation Demand Management Plan

| | |
|---|---|
| <p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Accept the San Francisco Transportation Demand Management (TDM) Plan for 2016<u>2017</u>-2020</p> <p>SUMMARY</p> <p>This memo summarizes the purpose of the 2016<u>2017</u>-2020 San Francisco TDM Plan, next steps for TDM projects, and previous expenditures related to this planning effort. The TDM Plan is a joint effort between the Transportation Authority, San Francisco Municipal Transportation Agency (SFMTA), Department of the Environment (SFE), and the Planning Department. The Plan, which follows the Transportation Authority-supported 2014 TDM Strategy will be considered by each partner agency’s board and represents the next step in collaborative TDM planning in San Francisco.</p> | <p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Procurement</p> <p><input type="checkbox"/> Other: _____</p> |
|---|---|

FOLLOW-UP

Based on input from Commissioners Fewer and Yee the October 17 Board meeting, staff made two substantive changes to the Plan:

- Page 17: under “Geographies”, staff revised the text to clarify the geographies in which TDM programs are expected to be effective. The highest priority locations in which to conduct the TDM program will be “Geographic Tier 1: Locations with high rates of driving, adequate transit service with available capacity, but lower than expected transit usage; situated near the bike network; and in proximity to vehicle sharing sites.”
- Page 27 and Appendix E: under “Strategy 1” about public engagement, staff added a statement that the “Partners Working Group commits to conducting comprehensive outreach and engagement wherein community stakeholders are engaged in all TDM programs and projects in a proactive and meaningful way.” The new Appendix E provides an example of this intended approach, SFMTA’s “Public Outreach Notification Standards.”

DISCUSSION

Background.

In 2014 the Transportation Authority, SFMTA, SFE and Planning Department supported the Interagency TDM Strategy as part of the TDM Partnership Project. The TDM Strategy identifies

shared goals and priority activities to deliver TDM programs in a coordinated manner throughout San Francisco. Together these four agencies will work collaboratively to achieve San Francisco's Transit First policy and adopted Climate Action Strategy. The ~~2016~~2017-2020 TDM Plan is the next step towards this vision.

A successful TDM plan will reduce the cost of living for San Francisco residents by reducing reliance on driving in and to the city. Moreover, by reducing solo-driving trips and increasing mobility through more sustainable modes, air quality will also increase. Lastly, a successful TDM plan will complement larger infrastructure improvements by making our transportation system more efficient and sustainable.

~~2016~~2017-2020 TDM Plan.

The TDM Plan is based on the 2014 Strategy and identifies policies, projects and programs San Francisco can implement to accomplish its TDM goals. The TDM Plan also identifies general roles for specific TDM strategies and assigns accountability to certain agencies. Finally, through inter-agency collaboration, we will evaluate the effectiveness of the TDM plan based on changes in single-occupancy vehicle trips, vehicle miles traveled, and greenhouse gas emissions.

The four agencies have formed a TDM Partners Working Group that meets quarterly. During these meetings, agencies will provide each other with updates on program and policy activities. The meetings will also serve as a forum to collaborate, and propose new TDM ideas and strategies.

TDM Plan Vision and Goals.

The Plan's vision is to encourage transit, walking, biking and shared rides as the preferred means of travel through San Francisco by reducing dependency on single occupancy trips.

Goal 1: Make it easy for residents, employees and visitors to travel by transit, foot, bike, or shared rides when traveling to, from, and within San Francisco.

Goal 2: Institutionalize a culture in San Francisco that embraces walking, bicycling, taking transit and sharing rides.

Goal 3: Collaborate on a wide variety of initiatives to leverage the impact of TDM.

Goal 4: Ensure and prioritize effective programs through monitoring and evaluation.

Feedback.

The SFMTA developed the TDM Plan internally with support from agency stakeholders and partners. We request feedback from the Citizens Advisory Committee and Board in identifying if any major strategies are missing or that we should consider.

Additional TDM Projects and Activities.

The TDM strategy projects, programs and initiatives are funded by Prop K funds designated for Citywide TDM programs in the current Prop K 5-Year Prioritization Program as well as Transportation Fund for Clean Air funds programmed by the Transportation Authority. The Citywide TDM programs include Citywide TDM Marketing, TDM Program Evaluation, Commuter Benefits Ordinance Employer Outreach, and Comprehensive Residential and Employee TDM Program.

Other TDM-related activities include the following:

- BART Perks Test Program
- Bayview Moves Pilot Program

Agenda Item 8

- Freeway Corridor Management Study
- Late Night Transportation Plan
- Lombard Crooked Street Study
- Transportation Sustainability Program
- Treasure Island Mobility Management Agency Project

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2017/18 budget.

CAC POSITION

The CAC was briefed on this item at its June 28, 2017 meeting and unanimously adopted a motion of support for the staff recommendation. Since June, the SFMTA has been making edits to the final plan to improve its readability and formatting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Transportation Demand Management Partnership Project Fact Sheet



Fact Sheet



TDM Interagency Strategy

Infrastructure alone (bicycle lanes, sidewalks, and transit) is not sufficient to achieve the City's goals for increasing the share of trips made by biking, walking, and riding mass transit. Transportation Demand Management (TDM) strategies that reduce drive-alone trips and increase overall regional mobility are also needed.

The TDM Partnership, an effort of the San Francisco County Transportation Authority (SFCTA), the San Francisco Municipal Transportation Agency (SFMTA), the Planning Department (DCP), and SF Environment (SFE), jointly developed and coordinated a strategy to ensure an effective approach to TDM in San Francisco. The Interagency TDM Strategy identifies shared goals and priority activities for the coming five years.

APPROACH

The TDM Partnership began by analyzing the current policies, programs, and practices that make up TDM in San Francisco now. It then reviewed the universe of potential TDM efforts. Staff completed a literature review and interviews with TDM experts from across the country to identify the most promising TDM measures. Examples of assessed TDM measures included pricing policies, HOV lanes, employer and residential outreach programs, bulk transit passes, parking management, carsharing, bikesharing, and others.

As part of the analysis, the team also analyzed the major sources of single occupant vehicle travel in San Francisco. Findings suggest that San Francisco residents' and employees' commute trips generate the most single-occupancy vehicle driving trips in San Francisco (approximately 200 million single-occupant commute trips annually). Because regional commuting occurs within congested periods and locations, this compounds its environmental effects and impacts the most congested transit routes.

WHY SAN FRANCISCO NEEDS TDM

A robust suite of TDM measures is critical to support sustainable trip-making to achieve San Francisco's clean air and climate change goals. Measures are also needed to address the transportation system challenges associated with planned population and employment growth.

TDM

Transportation Demand Management (TDM) is a set of programs and policies designed to reduce drive-alone trips by removing potential barriers to using transit, bicycling, walking, and ridesharing. TDM strategies include information and education, incentives, technology, and policies.



The Interagency TDM strategy recommends the initiation of a comprehensive neighborhood-based residential and employer program.



The Interagency TDM Strategy recommends implementing a TDM framework for growth to reduce single-occupancy trips associated with new development.

RESULTS

San Francisco residents' and employees' commute trips are the most significant generator of single-occupancy vehicle driving, and usually occur at peak congestion times periods and locations, compounding impacts on crowded transit routes and air pollution.

The TDM Partnership compared effectiveness, impact, and cost of scored TDM measures and identified priority policies, programs, and enforcement measures for San Francisco. These include existing measures that may be expanded, innovative pilot projects, and new practices. Overall, regulatory policies and pricing (e.g. parking pricing, congestion pricing) were found to be the most cost effective TDM measures. The analysis also revealed several gaps and opportunity areas for San Francisco's TDM programs, described below.

RECOMMENDATIONS

- **Speak in a unified voice.** San Francisco's TDM programs have historically been isolated; agencies should coordinate to present a unified program and brand.
- **Programs should be comprehensive.** Reinforce desired travel behavior changes through multiple channels, including residences and worksites.
- **Provide high-quality, user-friendly transportation options.** Effective TDM programs rely on alternatives to the automobile and transit capacity constraints must be addressed.
- **TDM programs and services should be supported by strong, enforceable policies.** Continue to study or pilot policies such as congestion or parking pricing to gauge support for ongoing implementation.
- **Enforce existing and future regulation.** Enforcing existing developer TDM commitments is critical for the future.
- **Pursue comprehensive, systematic evaluation and report on the effectiveness of city TDM programs.** Begin a bi-annual, outcomes-based evaluation of city TDM programs.
- **Prioritize new ideas for projects or programs.** The TDM Interagency Strategy outlined a five-year program, with recommendations grouped according to priority: core (essential), priority, and supportive.



Inter-Agency
Transportation Demand Management
Strategy

The Interagency Transportation Demand Strategy is available upon request.

CONTACT US

For more information, contact John Knox White at 415.701.4473 or john.knoxwhite@sfmta.com

FUNDING

Funding provided by the Metropolitan Transportation Commission's Climate Initiatives Program, San Francisco's Prop K half-cent transportation sales tax, and the Transportation Fund for Clean Air.



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SFMTA
Municipal
Transportation
Agency

2017 Transportation Sector Climate Action Strategy

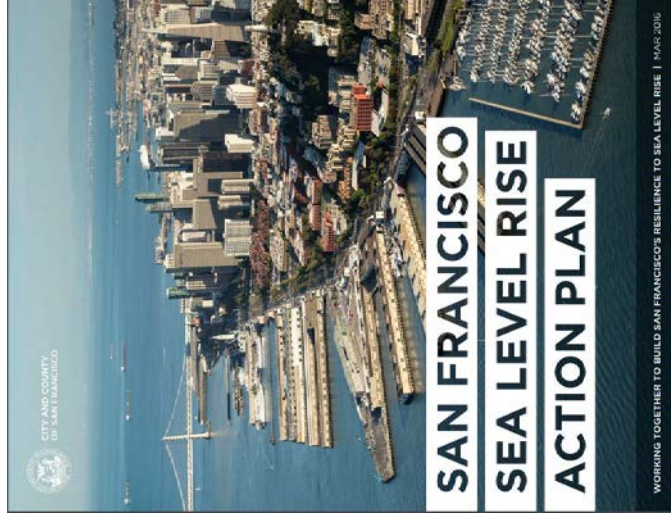
San Francisco County
Transportation Authority

10.2017

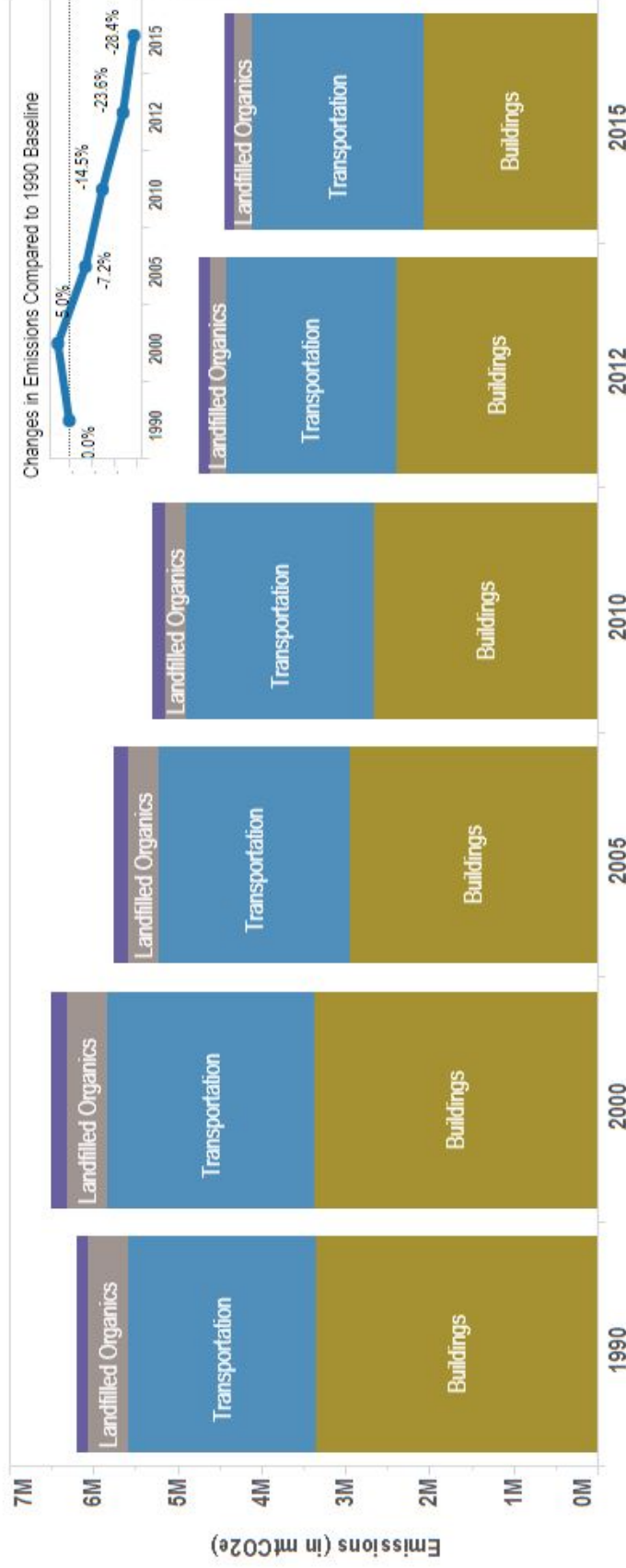
Proposition A mandates SFMTA to develop a Strategy every two years that reports on the progress towards achieving greenhouse gas reduction goals.



The Sea Level Rise Action Plan mandates that each department conduct a vulnerability assessment of their systems and assets.



Citywide Emissions Trends



SAN FRANCISCO CLIMATE ACTION

0



Zero Waste

Send nothing to landfill.

50



50% Clean Transportation

Take half your trips by bus or bike.

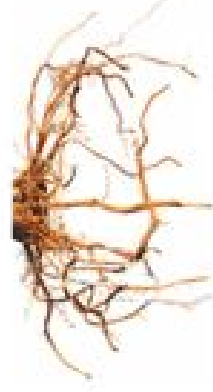
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100% Renewable Energy

Choose power from renewable resources.

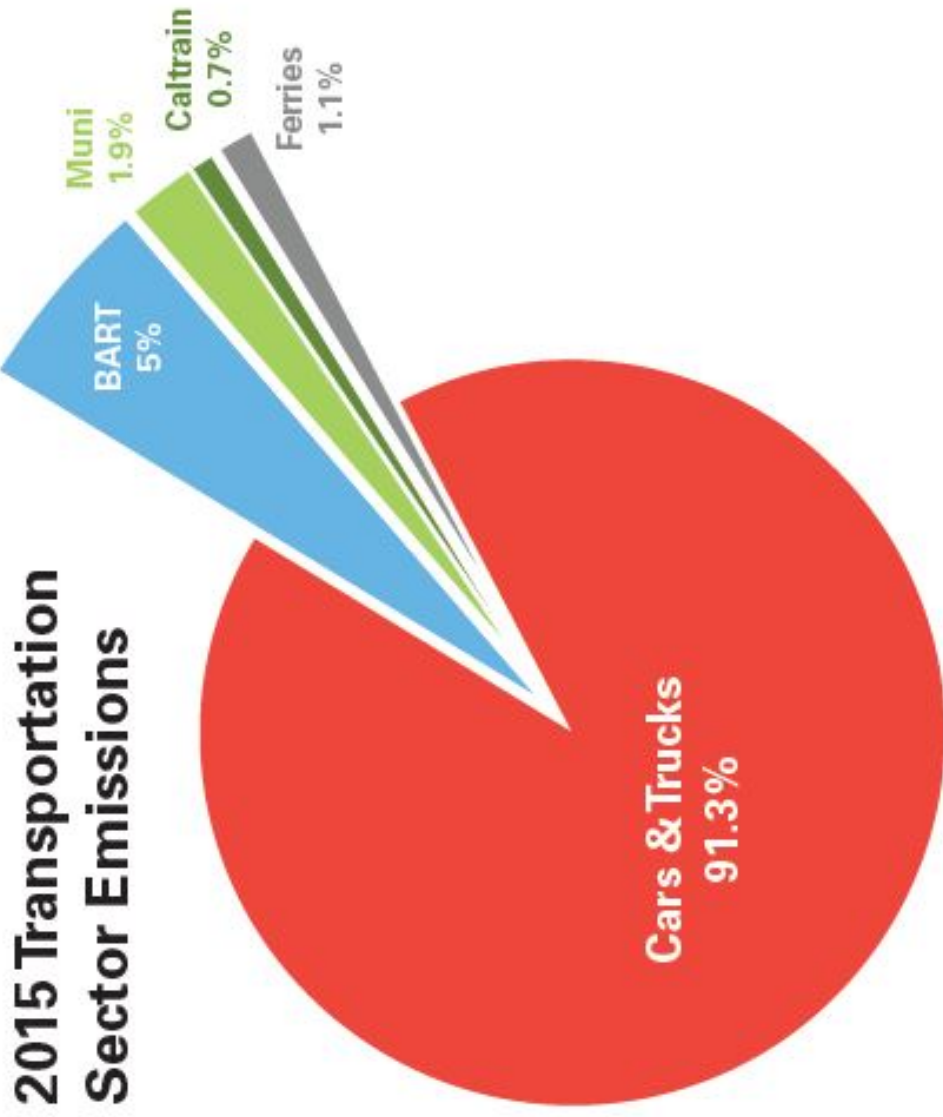
ROOTS



Roots

Heal the planet.

Transportation Sector Emissions



Climate Mitigation Program Areas



Climate Adaptation Program Areas



**EDUCATION CAPACITY &
COMMUNICATION**



CAPITAL PLANNING



VULNERABILITY ASSESSMENT



**ADAPTATION STRATEGIES,
PLANS & POLICIES**



PARTNERSHIPS & COLLABORATION

How will we achieve goals?

- **Bold policies**
- **Innovative projects**
- **Strategic investments**
- **Sustained leadership**



Questions?

