



RESOLUTION ALLOCATING \$3,652,500 IN PROP K FUNDS FOR THREE REQUESTS, WITH CONDITIONS, AND APPROPRIATING \$200,000 IN PROP K FUNDS FOR ONE REQUEST

WHEREAS, The Transportation Authority received four requests for a total of \$3,852,500 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Guideways–Muni, Signals & Signs, Pedestrian and Bicycle Facility Maintenance, and Transportation Demand Management/ Parking Management; and

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

WHEREAS, Two of the four requests are consistent with the relevant 5YPPs for their respective categories; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) requests for Manual Trolley Switch System Replacement Phase I and the Gough Corridor Signal Upgrade 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 \$3,652,500 in Prop K funds for three requests, with conditions, and appropriating \$200,000 in Prop K funds for one request, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year



Cash Flow Distribution Schedules; and

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

WHEREAS, At its November 29, 2017 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

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

RESOLVED, That the Transportation Authority hereby allocates \$3,652,500 in Prop K funds for three requests, with conditions, and appropriates \$200,000 in Prop K funds for one request, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

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

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

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and



be it further

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

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

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

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summaries – FY 2017/18

Enclosure:

1. Prop K/Prop AA Allocation Request Forms (4)

**Attachment 1: Summary of Applications Received**

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	22M	SFMTA	Manual Trolley Switch System Replacement Phase I	\$ 602,500	\$ 3,978,550	78%	85%	Design	2, 6, 9
Prop K	33	SFMTA	Gough Corridor Signal Upgrade	\$ 2,900,000	\$ 2,900,000	41%	0%	Construction	2, 5
Prop K	37	SFMTA	Bicycle Facility Maintenance	\$ 150,000	\$ 150,000	48%	0%	Construction	Citywide
Prop K	43	SFCTA	Freeway Corridor Management Study Pre-Environmental	\$ 200,000	\$ 1,200,000	54%	83%	Planning	6, 9, 10, 11
<b>TOTAL</b>				<b>\$ 3,852,500</b>	<b>\$ 8,228,550</b>	<b>61%</b>	<b>53%</b>		

Footnotes

- <sup>1</sup> "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).
- <sup>2</sup> Acronyms: SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency).
- <sup>3</sup> "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.
- <sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
22M	SFMTA	Manual Trolley Switch System Replacement Phase I	\$602,500	Design phase for replacement and upgrade of 5 of the 32 manual disconnect switches used to isolate circuits that provide traction power from substations to the catenary lines for San Francisco's trolleybuses. The existing switches are at the end of their useful lives. The upgrade will minimize service disruptions, increase system reliability and reduce maintenance costs when a traction power substation must be taken out of service because the new switches will be remotely operable from SFMTA's Power Control Center. The Van Ness Bus Rapid Transit (BRT) project will replace 8 manual switches, and the remaining 19 switches will be replaced through the next phase of this project. Design will be complete by summer 2018.
33	SFMTA	Gough Corridor Signal Upgrade	\$2,900,000	Requested funds will fund the construction phase for traffic signal upgrades at 17 locations along Gough Street, between Broadway and Page Street. Upgrades include new controllers, poles, mast arms, larger signal heads, pedestrian countdown signals, accessible (audible) pedestrian signals, and 8 curb ramps. Fourteen of the intersections are located on the Vision Zero High Injury Network. The project has been coordinated with the Van Ness BRT project and the SFMTA anticipates that the impacts of having both projects simultaneously under construction will be minor. The Van Ness lane configuration will not change from current conditions with two lanes maintained in both directions, therefore no additional traffic is expected to be diverted from Van Ness to Gough. The vast majority of work will be in the sidewalk. Construction will be complete in summer 2019.
37	SFMTA	Bicycle Facility Maintenance	\$150,000	This project will maintain existing bicycle facilities throughout the city to preserve their safety features. The project will focus on restriping, including green bike lanes and green bike boxes, and replacing plastic traffic channelizers along buffered bikeways. Locations will be identified and prioritized based on inspection and public input. Requests for maintenance can be made by calling 311, through sf311.org or through the SF311 app available on smart phones. Construction will be complete by June 2018.

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

<b>EP Line No./ Category</b>	<b>Project Sponsor</b>	<b>Project Name</b>	<b>Prop K Funds Requested</b>	<b>Project Description</b>
43	SFCTA	Freeway Corridor Management Study Pre-Environmental	\$200,000	This request will fund the Project Initiation Document (required by Caltrans), which will refine a suite of alternatives for managed lanes in the US 101 / I-280 corridor between 5th and King in downtown San Francisco and San Mateo County. Managed lanes can include carpool and/or price-managed lanes with the goal of managing congestion by prioritizing high occupancy vehicles. The project, part of a regional network of managed lanes, seeks to increase person throughput, improve travel time and reliability between San Francisco and the Peninsula. Report will be complete by December 2018.
<b>TOTAL</b>			<b>\$3,852,500</b>	

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
22M	SFMTA	Manual Trolley Switch System Replacement Phase I	\$ 602,500	<b>5 Year Prioritization Program (5YPP) Amendment:</b> The request includes an amendment of the Guideways-Muni 5YPP to reprogram \$98,570 in FY2017/18 funds from the Muni Metro Rail Replacement Program placeholder to the subject project to accommodate its cash flow needs. See attached 5YPP amendment for details.
33	SFMTA	Gough Corridor Signal Upgrade	\$ 2,900,000	<b>5YPP Amendment:</b> The recommended allocation is contingent upon a concurrent amendment to the Signals and Signs 5YPP to re-program \$450,000 from the South Van Ness Signal Upgrade project to the subject project. The South Van Ness signals project is fully funded, and construction is nearly complete. See attached 5YPP amendment for details.
37	SFMTA	Bicycle Facility Maintenance	\$ 150,000	
43	SFCTA	Freeway Corridor Management Study Pre-Environmental	\$ 200,000	
<b>TOTAL</b>			<b>\$ 3,852,500</b>	

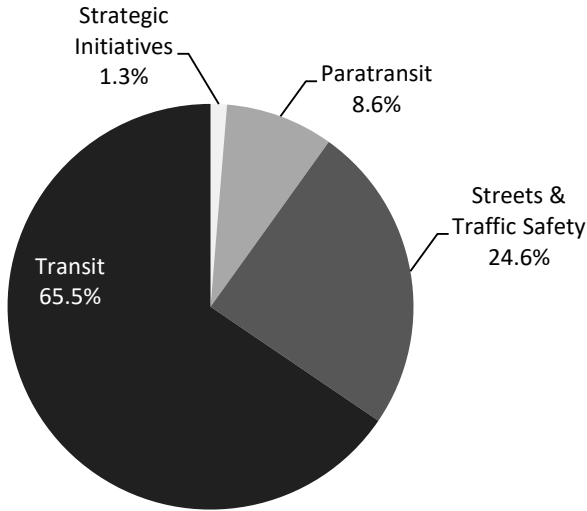
<sup>1</sup> See Attachment 1 for footnotes.

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

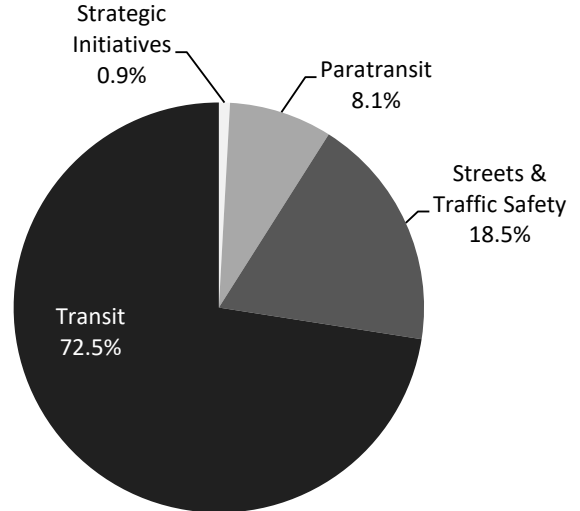
<b>PROP K SALES TAX</b>						
		<b>CASH FLOW</b>				
	<b>Total</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>	<b>FY 2021/22</b>
Prior Allocations	\$ 71,251,615	\$ 33,315,560	\$ 36,802,667	\$ 645,389	\$ 97,600	\$ 97,600
Current Request(s)	\$ 3,852,500	\$ 734,524	\$ 3,117,976	\$ -	\$ -	\$ -
New Total Allocations	\$ 75,104,115	\$ 34,050,084	\$ 39,920,643	\$ 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**







# Memorandum

**Date:** November 30, 2017  
**To:** Transportation Authority Board  
**From:** Anna LaForte – Deputy Director for Policy and Programming  
**Subject:** 12/5/2017 Board Meeting: Allocation of \$3,652,500 in Prop K Funds for Three Requests, with Conditions, and Appropriation of \$200,000 in Prop K Funds for One Request

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Allocate \$3,652,500 in Prop K sales tax funds to the San Francisco Municipal Transportation Agency for three requests:             <ol style="list-style-type: none"> <li>1. Manual Trolley Switch System Replacement Phase I (\$602,500)</li> <li>2. Gough Corridor Signal Upgrade (\$2,900,000)</li> <li>3. Bicycle Facility Maintenance (\$150,000)</li> </ol> </li> <li>• Appropriate \$200,000 in Prop K sales tax for one request:             <ol style="list-style-type: none"> <li>4. Freeway Corridor Management Study Pre-Environmental</li> </ol> </li> </ul> <p><b>SUMMARY</b></p> <p>We have received four requests totaling \$3,852,500 in Prop K sales tax 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"> <li><input checked="" type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contracts</li> <li><input type="checkbox"/> Other:</li> </ul> <hr/>
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**DISCUSSION**

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K 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 enclosed Allocation Request Forms. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest.

**FINANCIAL IMPACT**

The recommended action would allocate and appropriate \$3,852,500 in Fiscal Year (FY) 2017/18 Prop K sales tax funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed 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 amounts that are the subject of this memorandum.

## Agenda Item 8

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 November 29, 2017 special 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 Allocation Summaries – FY 2017/18

Enclosure – Prop K/AA Allocation Request Forms (4)