



RESOLUTION ALLOCATING \$2,442,213 IN PROP K SALES TAX FUNDS FOR FOUR REQUESTS, WITH CONDITIONS, AND APPROPRIATING \$854,000 IN PROP K FUNDS FOR ONE REQUEST

WHEREAS, The Transportation Authority received five requests totaling \$3,296,213 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network, Balboa Park BART/Muni Station Access, New Signals & Signs and Traffic Calming; 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 each of the aforementioned Expenditure Plan programmatic categories; and

WHEREAS, Four of the five requests are consistent with the 5YPPs for their respective categories; and

WHEREAS, Our request for Geary Bus Rapid Transit - Additional Funds requires an amendment to the Bus Rapid Transit/Transit Preferential Streets 5YPP as detailed in the enclosed allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$2,442,213 in Prop K Sales Tax Funds for four requests, with conditions, and appropriating \$854,000 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 and appropriation 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 2018/19 budget to cover the proposed actions; and

WHEREAS, At its June 27, 2018 meeting, the Citizens Advisory Committee was briefed on the subject request and severed the request for BART Balboa Park Station Area Improvements at the request of one CAC member to avoid a conflict of interest; and

WHEREAS, That the Citizens Advisory Committee adopted a motion of support for the underlying staff recommendation; and

RESOLVED, That the Transportation Authority hereby amends the Prop K Bus Rapid Transit/Transit Preferential Streets 5YPP, as detailed in the enclosed allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$2,442,213 in Prop K Sales Tax Funds for four requests, with conditions, and appropriates \$854,000 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 and appropriation 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 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:

1. Summary of Applications Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summaries – FY 2018/19

Enclosure:

Prop K/Prop AA Allocation Request Forms (5)

Attachment 1: Summary of Applications Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	1	SFMTA	Geary Bus Rapid Transit - Phase 1 (Geary Rapid)	\$ 1,392,213		\$ 30,332,954	82%	95%	Construction	1, 2, 3, 5, 6
Prop K	1	SFCTA	Geary Bus Rapid Transit - Additional Funds	\$ 854,000		\$ 9,547,146	82%	0% (phase fully funded by Prop K)	Environmental	1, 2, 3, 5, 6
Prop K	13	BART	Balboa Park Station Area Improvements	\$ 700,000		\$ 1,050,000	72%	33%	Design	7, 11
Prop K	31	SFMTA	Aleman and Rousseau Traffic Signal Conduits	\$ 150,000		\$ 150,000	26%	0%	Design, Construction	8, 11
Prop K	38	SFMTA	Local Track Application-Based Traffic Calming Program	\$ 200,000		\$ 200,000	51%	0%	Planning	Citywide
TOTAL				\$ 3,296,213	\$ -	\$ 41,280,100	81%	71%		

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 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronyms: BART (Bay Area Rapid Transit District); SFCTA (Transportation Authority); SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency).

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
1	SFMTA	Geary Bus Rapid Transit - Phase 1 (Geary Rapid)	\$1,392,213	The Geary Rapid project will make traveling on Geary a more reliable and safer experience with dedicated bus-lanes and safety improvements for people walking between Market and Stanyan streets. The requested funds are for one element of the Geary Rapid scope - fiber optic conduit infrastructure - which is necessary to construct prior to surface improvements and will allow for reliable traffic signal coordination on the corridor to optimize traffic flow for all users. This scope will be included in the Public Utility Commission's contract for sewer and water main improvements on the corridor. The Geary Rapid project will be open for use by fall 2021.
1	SFCTA	Geary Bus Rapid Transit - Additional Funds	\$854,000	The Geary BRT Project will create dedicated bus-only lanes along the seven-mile 38/38R route, enhance the existing bus-only lanes on Geary and O'Farrell Streets from Market Street to Gough Street, and construct new bus-only lanes on Geary Boulevard from Gough Street to 34th Avenue. The project will also provide other pedestrian- and transit-supportive improvements such as bulb-outs, high-amenity stations, and signal improvements. The requested funds will support the final elements of a revised and expanded scope of work required to complete the environmental and initial preliminary engineering phase. The Transportation Authority is leading the environmental phase of the project, in close coordination with SFMTA.
13	BART	Balboa Park Station Area Improvements	\$700,000	Requested funds will be used for the design phase of a new plaza at the southern end of the Balboa Park Station in the current passenger drop-off area. The plaza will create a flexible space that meets the needs of the community, enhances safety, and encourages multi-modal access to the station. To create the new plaza area, vehicular access through San Jose Avenue will be redesigned to create a passenger drop-off area loop, while closing off vehicular access to Geneva Avenue. This project is being planned and designed in coordination with multiple stakeholders including the Balboa Park Station Community Advisory Committee, BART, SFMTA, and the Mayor's Office. Design is expected to be completed by December 2019 and the plaza is anticipated to be open for use by December 2021.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
31	SFMTA	Alemany and Rousseau Traffic Signal Conduits	\$150,000	Design of a new signal at the intersection of Alemany Boulevard and Rousseau Street, which is on the Vision Zero High Injury Network, and installation of signal conduits and pullboxes. Project is coordinated with SFPW's SB 1 funded Alemany Boulevard paving project between Seneca Avenue and Congdon Street. SFPW will install the signal conduit and pull boxes as part of the paving contract. Coordinating the subsurface work with the paving project will allow SFMTA to comply with the City's 5-year moratorium on post-paving excavations and still be able to signalize the intersection within the next few years. The paving project is scheduled to be open for use by summer 2020.
38	SFMTA	Local Track Application-Based Traffic Calming Program	\$200,000	Funds will support citywide program outreach, evaluation and prioritization of all eligible applications (up to 100 per year), planning recommendations for traffic calming devices, project development including balloting and targeted community outreach where needed, and conceptual engineering of traffic calming measures for approximately 50 site-specific locations. Application materials are available in English, Spanish and Chinese at www.sfmta.com , and must be submitted to SFMTA or before June 30, 2018. SFMTA staff will evaluate whether the street is eligible for acceptance into the program (i.e. on a residential street with a demonstrated speeding program). Eligible applications will then be ranked to determine the locations most in need of traffic calming, with the highest ranked locations getting prioritized based on funding availability.
TOTAL			\$3,296,213	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
1	SFMTA	Geary Bus Rapid Transit - Phase 1 (Geary Rapid)	\$ 1,392,213	
1	SFCTA	Geary Bus Rapid Transit - Additional Funds	\$ 854,000	5-Year Prioritization Program (5YPP) Amendment: Recommendation is contingent on an amendment to the Bus Rapid Transit/ Transit Preferential Streets 5YPP to reprogram \$854,000 in Prop K funds from the Planning/Conceptual Engineering phase to the Environmental phase of the project. See attached 5YPP amendment for details.
13	BART	Balboa Park Station Area Improvements	\$ 700,000	
31	SFMTA	Alemanly and Rousseau Traffic Signal Conduits	\$ 150,000	Multi-phase allocation is recommended given the short duration of the design phase and the concurrent schedule for SFMTA's design of the signal and SFPW's construction phase to install conduit to support future signal construction.
38	SFMTA	Local Track Application-Based Traffic Calming Program	\$ 200,000	
TOTAL			\$3,296,213	

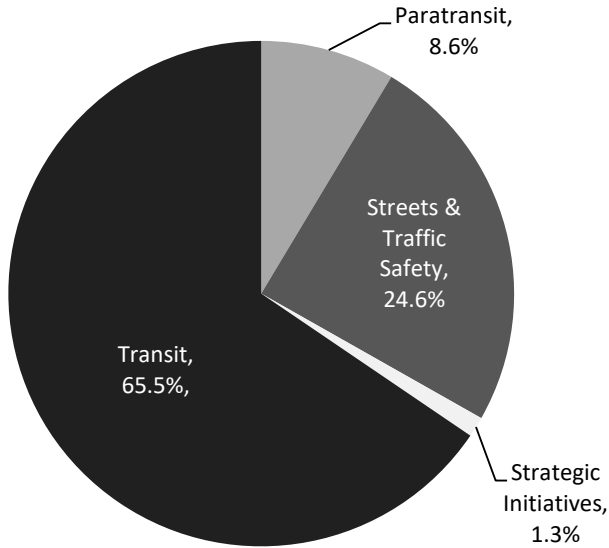
¹ See Attachment 1 for footnotes.

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

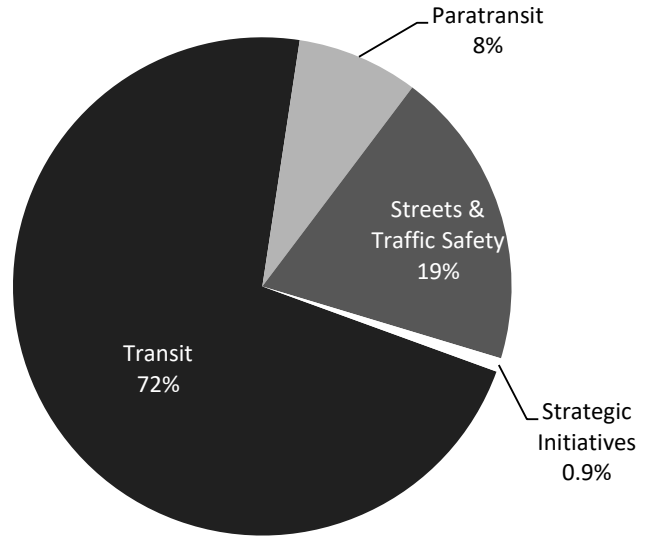
PROP K SALES TAX							
	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24
Prior Allocations	\$ 30,300,712	\$ 28,442,564	\$ 1,844,071	\$ 14,077		\$ -	\$ -
Current Request(s)	\$ 3,296,213	\$ 3,066,213	\$ 230,000	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 33,596,925	\$ 31,508,777	\$ 2,074,071	\$ 14,077	\$ -	\$ -	\$ -

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

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



Prop K Investments To Date



Memorandum

Date: June 14, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 07/10/2018 Board Meeting: Allocation of \$2,442,213 in Prop K Sales Tax Funds for Four Requests, with Conditions, and Appropriation of \$854,000 in Prop K Funds for One Request

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> ● Allocate \$1,742,213 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for three requests: <ol style="list-style-type: none"> 1. Geary Bus Rapid Transit - Phase 1 (Geary Rapid) (\$1,392,213) 2. Alemany and Rousseau Traffic Signal Conduits (\$150,000) 3. Local Track Application-Based Traffic Calming Program (\$200,000) ● Allocate \$700,000 in Prop K funds to the Bay Area Rapid Transit District (BART) for one request: <ol style="list-style-type: none"> 4. Balboa Park Station Area Improvements ● Appropriate \$854,000 in Prop K funds for one request: <ol style="list-style-type: none"> 5. Geary Bus Rapid Transit - Additional Funds 	<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/>
<p>SUMMARY</p> <p>We are presenting five requests totaling \$3,296,213 in Prop K funds to the Board for approval. Attachment 1 lists the requests, including requested phase(s) and supervisorial district(s) for each project. Attachment 2 provides a brief description of each project. Attachment 3 contains the staff recommendations.</p>	

DISCUSSION

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

FINANCIAL IMPACT

The recommended action would allocate and appropriate \$3,296,213 in Fiscal Year (FY) 2018/19 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 approved FY 2018/19 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations, appropriation and cash flow amounts that are the subject of this memorandum.

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

CAC POSITION

The CAC was briefed on this item at its June 27, 2018 meeting and severed the request for BART Balboa Park Station Area Improvements at the request of one CAC member to avoid a conflict of interest. The underlying requests were approved without objection. The severed request was approved by a vote of 6 ayes and 2 abstentions.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Applications Received
 - Attachment 2 – Project Descriptions
 - Attachment 3 – Staff Recommendations
 - Attachment 4 – Prop K Allocation Summaries – FY 2018/19
- Enclosure – Prop K/AA Allocation Request Forms (5)