



RESOLUTION ALLOCATING \$8,062,238 IN PROP K SALES TAX FUNDS FOR SIX REQUESTS, WITH CONDITIONS

WHEREAS, The Transportation Authority received six requests for a total of \$8,062,238 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: Rapid Bus Network; Bay Area Rapid Transit (BART) Station Access, Safety and Capacity; Great Highway Erosion Repair; Advanced Technology and Information Systems (SFgo); 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, Three of the requests are consistent with the 5YPP for the relevant Prop K category; and

WHEREAS, BART's request for Powell Station Modernization and San Francisco Municipal Transportation Agency's request Local Bus Transit Signal Priority and Schools Engineering Program require concurrent 5YPP amendments as detailed in the enclosed allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$8,062,238 in Prop K funds, with conditions, for six projects, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and



WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2018/19 budget to cover the proposed actions; and

WHEREAS, At its September 5, 2018 meeting, the Citizens Advisory Committee was briefed on the subject request and severed the request for BART Powell Station Modernization 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 severed request; now, therefore, be it RESOLVED, That the Transportation Authority hereby amends the Bay Area Rapid Transit (BART) Station Access, Safety and Capacity; Advanced Technology and Information Systems (SFgo); and Traffic Calming 5YPPs, as detailed in the enclosed allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$8,062,238 in Prop K sales tax funds for six requests, with conditions, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, Strategic Plan, and 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 (4):

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

Enclosure:

1. Prop K/AA Allocation Request Forms (6)

Attachment 1: Summary of Applications Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K 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	Muni Forward	\$ 3,339,000	\$ 3,339,000	82%	0%	Planning	1, 2, 3, 4, 5, 6, 7, 8, 9, 11
Prop K	8	BART	Powell Station Modernization	\$ 327,025	\$ 14,550,000	90%	98%	Construction	3, 6
Prop K	26	SFPW	Great Highway Reroute (Permanent Restoration)	\$ 1,105,067	\$ 4,501,539	86%	75%	Construction	4, 7
Prop K	32	SFMTA	Local Bus Transit Signal Priority	\$ 1,189,972	\$ 1,189,972	80%	79% ⁵	Construction	Citywide
Prop K	38	SFMTA	Schools Engineering Program	\$ 1,087,775	\$ 1,087,775	51%	0%	Planning, Design, Construction	Citywide
Prop K	38	SFMTA	Application-Based Traffic Calming Program	\$ 1,013,399	\$ 1,013,399	51%	0%	Design, Construction	Citywide

TOTAL	\$ 8,062,238	\$ 25,681,685	84%	69%
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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); SFMTA (San Francisco Municipal Transportation Agency); SFPW (Public Works).

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.

⁵ Estimated leveraging for full implementation of the TSP program at the remaining 450 locations citywide.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
1	SFMTA	Muni Forward	\$3,339,000	<p>Funds are requested for preliminary engineering, including outreach, for up to 11 transit corridors to improve transit speed, reliability and safety as part of the Muni Forward program. Improvements are achieved by optimizing transit stop locations, implementing traffic engineering changes and constructing capital improvements to reduce stop delays and increase safety (e.g. pedestrian bulbs). The 11 projects have been split into two groups. Group 1 includes five corridors: 5 Fulton from Arguello Boulevard to 25th Street; 14 Mission from 11th Street to Steuart Street; 22 Fillmore from Church Street and Hermann Street to the northern terminal; and the 30 Stockton on 3rd Street and 4th Street from Townsend Street to Market Street. Planning for Group 1 will be completed by June 2020. Group 2 includes up to six additional projects shown on page 4 of the enclosure, pending the availability of funds, with completion of the planning work anticipated by Fall 2022.</p>
8	BART	Powell Station Modernization	\$327,025	<p>Requested funds will upgrade and modernize the Powell Street Station to improve station function, safety, security, capacity, sustainability, appearance and customer experience. The project includes relocation of ticket vending machines, wayfinding and transit maps, expanded paid area, fare evasion barriers, and new fare gates. Project is anticipated to be open for use by March 2021. BART is matching Prop K funds with state Prop 1B funds and BART funds.</p>
26	SFPW	Great Highway Reroute (Permanent Restoration)	\$1,105,067	<p>This request will fund the permanent restoration and reconfiguration of the Great Highway, between Sloat and Skyline boulevards (California State Route-35). Project will preserve the roadway's function, converting the two existing northbound lanes into a single northbound travel lane and a single southbound travel lane, while improving the roadway's resiliency to prevent future damage. Project is anticipated to be open for use by summer 2019. Prop K funds match federal funds.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
32	SFMTA	Local Bus Transit Signal Priority	\$1,189,972	Purchase and deploy bus transit signal priority (TSP) devices and communications equipment at between 20 and 100 intersections along Muni's Local bus routes citywide. TSP implementation is complete for the Rapid bus routes. The project will improve vehicle management and travel time reliability by extending green lights or bringing up green lights earlier for transit, improve communication among traffic signals, update signal timing to the latest standards, and enable remote monitoring of the effectiveness of the TSP network to facilitate adjustments and repairs as needed. Cost by intersection can vary widely depending upon condition of existing equipment and conduit along with site conditions. SFMTA will complete installations by Fall 2020. Project includes evaluation of effectiveness.
38	SFMTA	Schools Engineering Program	\$1,087,775	Requested funds would support the SFMTA's schools engineering program within San Francisco's Safe Routes to School Program. The scope of work includes the planning, design and construction for: (1) Traffic Operations Program for new and upgraded signage and pavement/ curb markings at up to 35 school sites citywide; (2) School Loading Zone Traffic Calming Program for traffic calming measures on up to 15 local, residential streets where school loading zones are present; and (3) School Walk Audit Program to identify safety improvements through a collaborative planning process and implement the recommendations at up to 5 schools. All of the projects are anticipated to be open for use by December 2020.
38	SFMTA	Application-Based Traffic Calming Program	\$1,013,399	Project includes design and construction of approximately 96 traffic calming devices at 51 blocks around the city, including 49 speed humps, 37 speed cushions, 2 traffic islands, and 8 raised crosswalks. Locations were identified through evaluation of the 103 applications submitted to the SFMTA's Application-Based Residential Street Traffic Calming program in summer 2017. Acceptance into the program and prioritization for implementation is based on rankings of speeds, traffic counts, collision data, and land use types within a short proximity to the street (e.g. schools, transit stops, bike lanes, and parks). Construction will begin before the end of calendar year 2018 and be done by December 2019. See page 82 of the enclosure for locations.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
TOTAL			\$8,062,238	

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	Muni Forward	\$ 3,339,000	<p>Deliverable: Quarterly progress reports shall provide the status of planning for each corridor including outreach performed and feedback received, and any changes to the anticipated schedule shown in the enclosed Allocation Request Form.</p>
8	BART	Powell Station Modernization	\$ 327,025	<p>5-Year Prioritization Program (5YPP) Amendment: This request requires an amendment to the BART Station, Access, Safety & Capacity 5YPP to reprogram \$327,025 from the 24th and Mission Northeast Plaza Redesign, which is not advancing due to lack of community support, to the subject project.</p> <p>Intent to Allocate: To fully fund BART's request for a total of \$1,000,000 in Prop K funds , we are recommending allocating the amount of funds available for allocation from the BART Station Access, Safety and Capacity category in FY 18/19 (\$327,025) and approval of an expression of intent to allocate \$672,975 in FY 19/20 Prop K funds from this category which BART has proposed for the draft 2019 Prop K 5YPP.</p>
26	SFPW	Great Highway Reroute (Permanent Restoration)	\$ 1,105,067	<p>The recommended allocation is contingent upon SFPW securing \$163,513 in federal or other funds to fully fund the project. Federal approval is expected by the end of October 2018.</p>

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
32	SFMTA	Local Bus Transit Signal Priority	\$ 1,189,972	<p>5YPP Amendment: The recommended allocation is contingent on a concurrent amendment to the Advanced Technology and Information Systems (SFgo) 5YPP to program \$383,361 in deobligated funds from the SFgo Franklin and Gough Streets project which was completed under budget, and reprogram \$806,611 in FY2017/18 and FY2018/19 funds for procurement of equipment for SFgo Controller Upgrades to the subject project. See attached 5YPP amendment for details.</p> <p>Deliverable: At project completion, SFMTA shall submit before/after studies demonstrating the results and benefits of the transit signal priority improvements made possible with Prop K funds.</p>
38	SFMTA	Schools Engineering Program	\$ 1,087,775	<p>Deliverable: Quarterly progress reports shall provide updated lists of ranked locations and recommended improvements for each of the three engineering focus areas: Traffic Operations New and Upgraded Signage and Markings, Loading Zone Traffic Calming, and Walk Audits. QPRs shall also describe the outreach performed the prior quarter and planned for the upcoming quarter, describe the results of site evaluations, and describe the project development activities performed in the prior quarter.</p> <p>Multi-phase Allocation: We are recommending a multi-phase allocation since work will occur on overlapping schedules at different schools citywide.</p>
38	SFMTA	Application-Based Traffic Calming Program	\$ 1,013,399	<p>Multi-phase Allocation: We are recommending a multi-phase allocation due to the concurrent schedule for the design and construction phases, and the straightforward nature of the scope (e.g. speed humps).</p>
TOTAL			\$8,062,238	

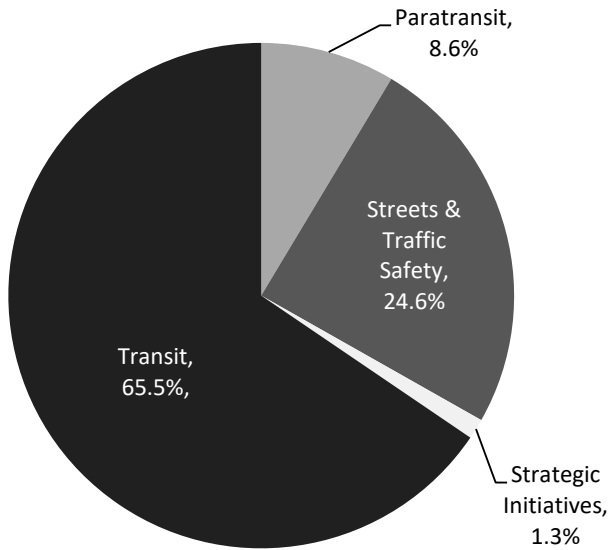
¹ See Attachment 1 for footnotes.

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

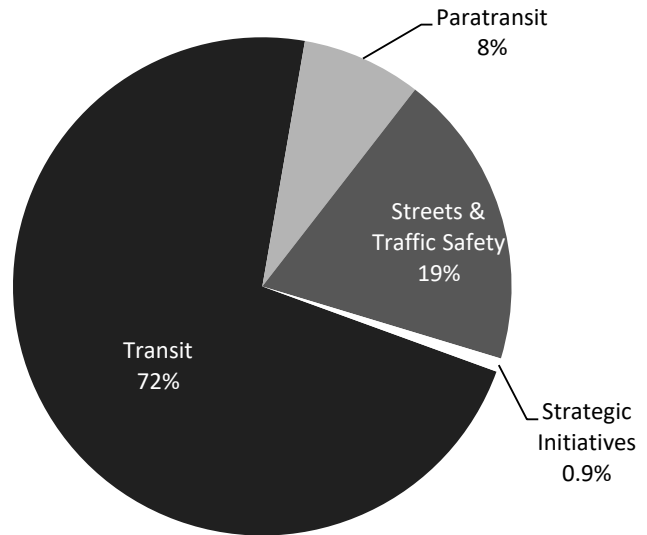
PROP K SALES TAX							
	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24
Prior Allocations	\$ 33,596,925	\$ 31,443,777	\$ 2,139,071	\$ 14,077		\$ -	\$ -
Current Request(s)	\$ 8,062,238	\$ 3,338,273	\$ 3,595,283	\$ 952,948	\$ 175,734	\$ -	\$ -
New Total Allocations	\$ 41,659,163	\$ 34,782,050	\$ 5,734,354	\$ 967,025	\$ 175,734	\$ -	\$ -

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: September 6, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 09/11/2018 Board Meeting: Allocation of \$8,062,238 in Prop K Sales Tax Funds for Six Requests, with Conditions

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> ● Allocate \$6,630,146 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for four requests: <ol style="list-style-type: none"> 1. Muni Forward (\$3,339,000) 2. Local Bus Transit Signal Priority (\$1,189,972) 3. Schools Engineering Program (\$1,087,775) 4. Application-Based Traffic Calming Program (\$1,013,399) ● Allocate \$327,025 in Prop K funds to the Bay Area Rapid Transit District (BART) for one request: <ol style="list-style-type: none"> 5. Powell Station Modernization ● Allocate \$1,105,067 in Prop K funds for one request: <ol style="list-style-type: none"> 6. Great Highway Reroute Project (Permanent Restoration) <p>SUMMARY</p> <p>We are presenting six requests totaling \$8,062,238 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>	<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/>
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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 \$8,062,238 in Fiscal Year (FY) 2018/19 Prop K sales tax

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funds. The allocations 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 proposed 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 September 5, 2018 meeting and severed the request for BART Powell Station Modernization 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 7 ayes and 1 abstention.

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 (6)