



RESOLUTION ALLOCATING \$8,731,019 IN PROP K SALES TAX FUNDS FOR ELEVEN REQUESTS, WITH CONDITIONS, AND APPROPRIATING \$200,000 IN PROP K FUNDS FOR ONE REQUEST

WHEREAS, The Transportation Authority received twelve requests totaling \$8,931,019 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Caltrain Capital Improvement Program, Vehicles - Caltrain, Facilities - Caltrain, Guideways - Caltrain, Vehicles - Muni, New Signals & Signs and Transportation Demand Management (TDM)/ 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 each of the aforementioned Expenditure Plan programmatic categories; and

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

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for New Traffic Signals Contract 65 requires amendment of the 2014 5YPP and adoption of the 2019 Strategic Plan to advance funds to support the design phase, which are the subject of separate agenda items scheduled to be considered at the November 2018 Transportation Authority Board meetings; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$8,713,019 in Prop K sales tax funds for eleven 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 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 October 24, 2018 meeting, the Citizens Advisory Committee was briefed on the subject requests and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$8,713,019 in Prop K sales tax funds for eleven 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 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



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 27th day of November, 2018, by the following votes:

Ayes: Commissioners Brown, Cohen, Fewer, Kim, Mandelman, Peskin, Ronen, Stefani, Tang and Yee (10)

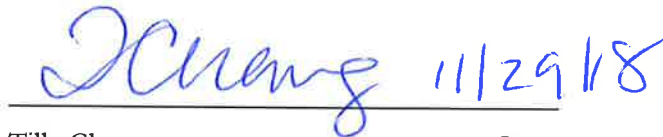
Absent: Commissioners Safai (1)

 11-29-18

Aaron Peskin Date

Chairperson

ATTEST:

 11/29/18

Tilly Chang Date

Executive Director

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			
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)
Prop K	7, 22P	PCJPB	Tunnels 1 & 4 Track and Drainage Rehabilitation	\$ 1,300,000		\$ 17,100,000	78%	92%	Construction	10
Prop K	17P	PCJPB	Revenue Vehicle Rehabilitation	\$ 3,807,115		\$ 9,554,723	84%	60%	Construction	6, 10
Prop K	20P	PCJPB	Ticket Vending Machine Rehab Program	\$ 218,485		\$ 2,000,000	90%	89%	Construction	6, 10
Prop K	20P	PCJPB	SF Station Enhancements and Renovations	\$ 200,000		\$ 350,000	90%	43%	Construction	6
Prop K	22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,100,000		\$ 5,500,000	78%	80%	Construction	6, 10
Prop K	22P	PCJPB	Railroad Communications State of Good Repair	\$ 106,400		\$ 532,000	78%	80%	Design, Construction	6, 10
Prop K	22P	PCJPB	Signal System State of Good Repair	\$ 60,000		\$ 300,000	78%	80%	Construction	6, 10
Prop K	22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$ 600,000		\$ 3,000,000	78%	80%	Design	N/A
Prop K	22P	PCJPB	Marin Street and Napoleon Avenue Bridges Rehabilitation	\$ 108,000		\$ 4,000,000	78%	97%	Construction	10
Prop K	17M	SFMTA	Replace 35 Paratransit Vans	\$ 931,019		\$ 3,532,165	84%	74%	Design, Construction	Citywide
Prop K	31	SFMTA	New Traffic Signals Contract 65	\$ 300,000		\$ 625,000	26%	52%	Design	5, 8, 10, 11
Prop K	43	SECTA	TSP Evaluation Tool	\$ 200,000		\$ 240,000	54%	17%	Planning	Citywide
			TOTAL	\$ 8,931,019	\$ -	\$ 46,733,888	66%	81%		

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: PCJPB (Peninsula Corridor Joint Powers Board); 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
7, 22P	PCJPB	Tunnels 1 & 4 Track and Drainage Rehabilitation	\$1,300,000	This project will rehabilitate the track structure and drainage system in Tunnels 1 and 4 in Brisbane and San Francisco, mitigating the need for a potential speed restriction through this area. Caltrain has suspended weekend service between the Bayshore and 4th and King Stations. Caltrain is providing bus bridge service during this time to mitigate the impacts to service. The tunnel rehabilitation work will be open for use by Fall 2019.
17P	PCJPB	Revenue Vehicle Rehabilitation	\$3,807,115	Requested funds will be used to maintain Caltrain's fleet of passenger cars (Bombardiers and Gallery Cars) and Caltrain's fleet of F-40 locomotives. The current fleets need to be maintained and operated until all electrical service is available.
20P	PCJPB	Ticket Vending Machine Rehab Program	\$218,485	Requested funds will be used to upgrade up to 46 existing ticket vending machines (TVMs) at stations along the Caltrain corridor, which may include the 4th and King Street Station in San Francisco. TVMs will be upgraded to include Clipper functionality and replace obsolete componentets to maintain machines in a state of good repair.
20P	PCJPB	SF Station Enhancements and Renovations	\$200,000	The funds requested will be used to rehabilitate and reconfigure the restroom and waiting area in the San Francisco 4th and King Caltrain Station, including installing vandal resistant bathroom features and repurposing the waiting room area as an office and meeting space for Caltrain staff. Project will be open for use by Spring 2020.
22P	PCJPB	Systemwide Track Rehabilitation	\$1,100,000	Annual program to keep Caltrain's railroad in a state of good repair, including replacing rails and other track related components.
22P	PCJPB	Railroad Communications State of Good Repair	\$106,400	Funds will be used for Caltrain's annual program to keep its communication systems in a state of good repair. Scope includes testing, inspection, and necessary upgrade/repair of various elements to ensure the communication system is performing optimally.
22P	PCJPB	Signal System State of Good Repair	\$60,000	Funds will be used to keep Caltrain's signal system in a state of good repair. Scope includes a survey to collect age and condition ratings of Siemens solid state signal controller units in service on the railroad. Based on the age and importance of the unit to Caltrain operations, up to 15 units will be replaced.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$600,000	Funds will be used for the design phase of project to replace the Guadalupe River Bridge, which has reached the end of its useful life. Bridge replacement is necessary to avoid speed restrictions and weight limits for Caltrain and freight operations.
22P	PCJPB	Marin Street and Napoleon Avenue Bridges Rehabilitation	\$108,000	This project will retrofit or replace bridge structural elements to extend the useful life of the Marin Street and Napoleon Avenue bridges. The project also addresses trespasser encampments and illegal dumping through additional fencing and potential installation of fill material that still allows access to the bridge superstructure for inspections and repairs. Construction is expected to start in Spring 2019 and be completed by Spring 2020 for both bridge rehabilitations.
17M	SFMTA	Replace 35 Paratransit Vans	\$931,019	Replace thirty-five 22-foot paratransit vans that have reached the end of their useful lives. Each replacement van will provide seating for up to 14 passengers and 4 wheelchair positions. This project will improve service reliability and reduce maintenance costs. The new vehicles will all be in service by Spring 2020.
31	SFMTA	New Traffic Signals Contract 65	\$300,000	Design of new traffic signals at nine intersections and a rectangular rapid flashing beacon at one intersection to improve traffic, pedestrian and bicycle safety and traffic operations. The scope of work includes new traffic signals (mast arms, signal heads, controllers, conduit, wiring and poles), pedestrian countdown signals, accessible (audible) pedestrian signals and curb ramps. Prop K funds are requested for the design of new signals at the following locations: Oakdale/Loomis, Lincoln/Kezar, Alemany/Rousseau, Alemany/Lawrence, and Market/Hattie. Five other locations will be included in the scope if non-Prop K funding is secured.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
43	SFCTA	TSP Evaluation Tool	\$200,000	The City's Transportation Sustainability Program (TSP) requires new developments to employ Transportation Demand Management (TDM) strategies such as providing on-site amenities like bike parking and subsidizing transit passes, to reduce vehicle miles traveled generated by new development. The TSP Evaluation Tool will quantify the effectiveness of TDM strategies to inform future refinements of the TSP. Prop K funds will be used identify how the tool should be designed, to demonstrate the viability of on-going data collection methods and to analyze data to evaluate the effectiveness of an initial set of key TSP / TDM strategies. This work will be completed by late 2019. Anticipated future phases of work will create a public, web-based version of the tool and incorporate new data as it becomes available.
TOTAL			\$8,931,019	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
7, 22P	PCJPB	Tunnels 1 & 4 Track and Drainage Rehabilitation	\$ 1,300,000	
17P	PCJPB	Revenue Vehicle Rehabilitation	\$ 3,807,115	
20P	PCJPB	Ticket Vending Machine Rehab Program	\$ 218,485	
20P	PCJPB	SF Station Enhancements and Renovations	\$ 200,000	
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,100,000	
22P	PCJPB	Railroad Communications State of Good Repair	\$ 106,400	Multi-phase Allocation is recommended given that the project will have concurrent design and construction phases (i.e. the study and design of voice radio communications improvements will identify “quick fixes” that can be installed immediately).
22P	PCJPB	Signal System State of Good Repair	\$ 60,000	
22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$ 600,000	
22P	PCJPB	Marin Street and Napoleon Avenue Bridges Rehabilitation	\$ 108,000	
17M	SFMTA	Replace 35 Paratransit Vans	\$ 931,019	Multi-phase Allocation is recommended given the straightforward nature and brief duration (i.e. up to three months) of the design phase to develop specifications for the new vehicles.
31	SFMTA	New Traffic Signals Contract 65	\$ 300,000	Special Condition: The recommended allocation is contingent upon Board approval of a comprehensive 2014 5YPP amendment to the New Signals and Signs category concurrent with 2019 5YPP adoption (anticipated October 23, 2018) and approval of the 2019 Strategic Plan (anticipated November 27, 2018). Requested funds advanced to FY 2018/19 to support the design phase and prepare the project for construction in FY 2019/20, as proposed in the 2019 5YPP update.
43	SFCTA	TSP Evaluation Tool	\$ 200,000	
TOTAL			\$8,931,019	

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
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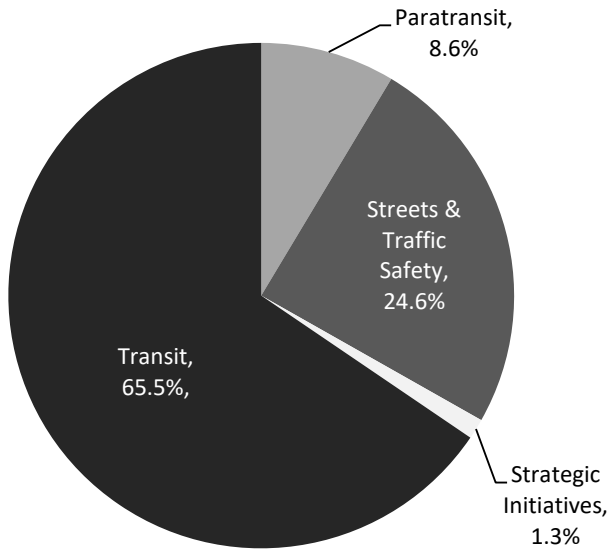
¹ See Attachment 1 for footnotes.

**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	\$ 43,619,692	\$ 35,662,589	\$ 6,709,344	\$ 1,072,025	\$ 175,734	\$ -	\$ -
Current Request(s)	\$ 8,931,019	\$ 3,953,382	\$ 4,868,395	\$ 109,243	\$ -	\$ -	\$ -
New Total Allocations	\$ 52,550,711	\$ 39,615,971	\$ 11,577,739	\$ 1,181,268	\$ 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

