



Memorandum

Date: 08.31.16 **RE:** Citizens Advisory Committee
September 7, 2016

To: Citizens Advisory Committee

From: Anna LaForte – Deputy Director for Policy and Programming *all*

Subject: **ACTION** – Adopt a Motion of Support for Allocation of \$20,888,900 in Prop K Funds, with Conditions, for Fourteen Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have fourteen requests totaling \$20,888,900 in Prop K funds to present to the Citizens Advisory Committee. The Transbay Joint Powers Authority has requested \$6.8 million for preliminary engineering and cost estimate updates for the Downtown Rail Extension (DTX), a 1.3 mile tunnel connecting the new Transbay Transit Center with the current Caltrain terminus at Fourth and King Streets. The Peninsula Corridor Joint Powers Board (Caltrain) has requested \$3.9 million for Electrification and \$140,000 for Communication Based Overlay System/Positive Train Control. Caltrain has also requested \$5 million in Prop K funds for San Francisco's Fiscal Year (FY) 2016/17 member contribution to the Caltrain capital budget for state of good repair projects, including the construction phase for retrofitting or replacing structural elements of the Marin and Napoleon Street bridges, mid-life overhauls for a small fleet of diesel locomotives that will be used post-electrification, and restroom renovations at the 4th and King station. The San Francisco Municipal Transportation Agency has requested funds for five projects: replacement of the overhead contact system (OCS) for the 33-Stanyan trolleybus line on 18th Street between Castro and Mission (\$1.4 million); traffic signal upgrades at five intersections to facilitate the conversion of portions of Eddy and Ellis Streets to two-way operation (\$310,000); implementation of traffic calming measures from four areawide traffic calming plans (\$1.5 million); and installation of flashing beacons at seven intersections on WalkFirst high-injury corridors (\$399,000). Approval of the requests for DTX, Electrification, and the Caltrain capital budget require amendment of the Prop K Strategic Plan to advance funds to FY 2016/17. Approval of the 33-Stanyan OCS project is contingent upon approval of a 5-Year Prioritization Program and corresponding Prop K Strategic Plan amendment for the Muni Guideways category presented in the previous item on this agenda.

BACKGROUND

We have received fourteen requests for a total of \$20,888,900 in Prop K funds to present to the Citizens Advisory Committee (CAC) at its September 7, 2016 meeting, for potential Board approval on September 27, 2016. As shown in Attachment 1, the requests come from the following Prop K categories:

- Downtown Extension to Rebuilt Transbay Terminal
- Electrification
- Caltrain Capital Improvement Program

- Vehicles - Caltrain
- Facilities - Caltrain
- Facilities - Muni
- Guideways - Caltrain
- Guideways - Muni
- Signals & Signs
- Traffic Calming

Transportation Authority Board adoption of a Prop K 5-Year Prioritization Program (5YPP) is a prerequisite for allocation of funds from programmatic categories.

DISCUSSION

The purpose of this memorandum is to present fourteen Prop K requests totaling \$20,888,900 to the CAC and to seek a motion of support to allocate the funds as requested. Attachment 1 summarizes the 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 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the enclosed Allocation Request Forms.

Strategic Plan Amendment: Fully funding the requests for the Downtown Rail Extension, Electrification, and the Caltrain capital budget requires an amendment of the Prop K Strategic Plan to advance a total of \$6,400,000 in out-year programming to Fiscal Year (FY) 2016/17. The San Francisco Municipal Transportation Agency has also requested a comprehensive amendment to the Muni Guideways 5-Year Prioritization and a corresponding amendment to the Prop K Strategic Plan to advance a total of \$5,898,500 from FY 2033/34 to FYs 2016/17–2018/19 for several projects, as discussed in a prior item on this agenda. Approval of the 33-Stanyan overhead contact system request is contingent on approval of that item.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest.

Transportation Authority staff and project sponsors will attend the CAC meeting to provide brief presentations on some of the specific requests and to respond to any questions that the CAC may have.

ALTERNATIVES

1. Adopt a motion of support for the allocation of \$20,888,900 in Prop K funds, with conditions, for fourteen requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Adopt a motion of support for the allocation of \$20,888,900 in Prop K funds, with conditions, for fourteen requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

This action would allocate \$20,888,900 in FY 2016/17 Prop K sales tax funds, with conditions, for fourteen requests. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules

contained in the enclosed Allocation Request Forms.

Attachment 4, Prop K Allocation Summary – FY 2016/17, shows the total approved FY 2016/17 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum. The impact of the proposed Prop K Strategic Plan amendment to advance a total of \$12,298,500 in Prop K funds for the aforementioned projects would be an estimated \$5,637,494 in additional financing costs, or a 0.19% increase in the percent of available funds spent on financing for the program as a whole, which we consider to be insignificant.

Sufficient funds are included in the adopted FY 2016/17 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.

RECOMMENDATION

Adopt a motion of support for the allocation of \$20,888,900 in Prop K Funds, with conditions, for fourteen requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17

Enclosures (2):

5. Prop K/Prop AA Allocation Request Forms (14)
6. Proposed Amended Strategic Plan

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
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	5	TJPA	Downtown Rail Extension	\$ 6,774,400		\$ 176,134,322	86%	96%	Design	6
Prop K	6	PCJPB	Caltrain Early Investment Program – Electrification	\$ 3,900,000		\$ 1,631,791,185	89%	100%	Construction	6, 10
Prop K	6	PCJPB	Caltrain Early Investment Program – CBOSS	\$ 140,000		\$ 164,128,819	89%	95%	Design, Construction	6, 10
Prop K	7	PCJPB	Los Gatos Creek Bridge Replacement	\$ 895,729		\$ 7,295,800	69%	88%	Construction	N/A
Prop K	7	PCJPB	Marin Street and Napoleon Street Bridges	\$ 200,000		\$ 1,000,000	69%	80%	Construction	10
Prop K	17P	PCJPB	F-40 Mid Life Overhaul	\$ 2,109,105		\$ 2,300,000	84%	8%	Construction	N/A
Prop K	20P	PCJPB	Station Enhancements and Renovations	\$ 436,462		\$ 600,000	90%	27%	Construction	6, 10
Prop K	20M	SFMTA	Muni Metro East (MME) Phase 2	\$ 1,500,000		\$ 1,500,000	90%	0%	Design	10
Prop K	22M	SFMTA	33-Stanyan Overhead Contact System Phase 2	\$ 1,365,500		\$ 6,810,500	78%	80%	Construction	8, 9
Prop K	22P	PCJPB	Santa Clara Grade Crossing Medians	\$ 758,704		\$ 1,097,000	78%	31%	Design, Construction	N/A
Prop K	22P	PCJPB	Systemwide Track Rehabilitation	\$ 600,000		\$ 3,000,000	78%	80%	Construction	6, 10
Prop K	33	SFMTA	Eddy and Ellis Traffic Calming Improvement	\$ 310,000		\$ 1,027,625	41%	70%	Construction	3, 6
Prop K	38	SFMTA	Traffic Calming Implementation (Prior Areawide Plans)	\$ 1,500,000		\$ 1,500,000	51%	0%	Construction	5, 7, 8, 9
Prop K	38	SFMTA	WalkFirst Rectangular Rapid Flashing Beacons	\$ 399,000		\$ 557,400	51%	0% - project is fully funded with Prop K	Construction	9, 10, 11
TOTAL				\$ 20,888,900	\$ -	\$ 1,998,742,651	81%	91%		

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 Acronyms: PCJPB (Peninsula Corridor Joint Powers Board or Caltrain), SFMTA (San Francisco Municipal Transportation Agency), TJPA (Transbay Joint Powers Authority)

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
5	TJPA	Downtown Rail Extension	\$ 6,774,400	\$ -	<p>Requested funds will be used for preliminary engineering and cost estimate updates for the Downtown Rail Extension (DTX), which is Phase 2 of the Transbay Transit Center (TTC) Program. Phase 2 includes a 1.3 mile tunnel connecting the new TTC with the current Caltrain terminus at Fourth and King Streets. The updated design work and cost estimates will include new elements of the project (such as an Intercity Bus Facility, an underground BART/Muni pedestrian connector and a tunnel stub to allow a potential future underground approach by high speed rail) and modified elements (e.g. relocation of the 4th and Townsend underground station from under the Caltrain yard to under Townsend Street to allow for potential future development of the yard). Bringing the DTX up to 30% design and updating the cost estimate will better position the project to secure funding. The current cost estimate for right-of-way and construction is \$3.9 billion.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
6	PCJPB	Caltrain Early Investment Program – Electrification	\$ 3,900,000	\$ -	<p>Caltrain’s Electrification project will convert its Peninsula Corridor service (San Jose to San Francisco) from diesel-hauled trains to electric trains consisting of individually powered electric multiple units. Diesel service will continue between San Jose and Gilroy. Electrification is part of Caltrain’s Early Implementation Program (EIP), which also includes improved systems for signaling and train control. The full scope includes construction of an overhead contact system and related power and control infrastructure, procurement of electric rail cars to replace 75% of Caltrain’s passenger cars, tunnel modifications to support electrification, and modifications to Caltrain’s equipment maintenance facility. Vehicle procurement is scheduled to begin in Fall 2016 and infrastructure construction in Spring 2017. The new electrified service is scheduled to begin in Spring 2021. San Francisco's local contribution to the EIP, recently increased from \$60 million to \$80 million to address cost increases in Electrification. Requested funds will go toward the \$20 million increase. The City and SFCTA are seeking to identify the remaining \$16.1 million, which could be covered by the transportation and homelessness charter amendment if approved by voters in November. The total cost is \$1.98 billion for Electrification, of which \$1.63 billion is construction .</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
6	PCJPB	Caltrain Early Investment Program – CBOSS	\$ 140,000	\$ -	Requested funds will be used for construction of Caltrain’s Communication Based Overlay Signal System/ Positive Train Control (CBOSS/PTC) project, which will construct improved systems for signaling and train control, including a back-up control center. The improvements are a requirement of the Federal Railroad Administration (FRA) and necessary for future shared use of Caltrain facilities by the California High Speed Rail. CBOSS/PTC is part of Caltrain’s Early Implementation Program (EIP), along with Electrification (see above project). The current request is for the final \$140,000 in Prop K funds programmed for the EIP, and will bring Prop K support of CBOSS/PTC to a total of \$10.6 million. Total cost of the project is \$245.3 million, of which \$170.7 million is for construction. Construction began in Summer 2014 and the current schedule shows completion by the end of 2016, including FRA certification.
7	PCJPB	Los Gatos Creek Bridge Replacement	\$ 895,729	\$ -	Funds will be used to construct a new, widened bridge with improved seismic performance to replace the existing Los Gatos Creek Bridge, near Diridon Station in San Jose.
7	PCJPB	Marin Street and Napoleon Street Bridges	\$ 200,000	\$ -	Project addresses structural deficiencies by retrofitting or replacing bridge structural elements to extend the useful life of the structures. 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. Design is underway. Construction is expected to start in Fall 2017 and be completed by Summer 2018.
17P	PCJPB	F-40 Mid Life Overhaul	\$ 2,109,105	\$ -	Requested funds will be used to perform midlife overhauls of five locomotives that will be part of a small diesel fleet used post-electrification. Work will take place between Spring 2017 and Spring 2019.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
20P	PCJPB	Station Enhancements and Renovations	\$ 436,462	\$ -	Funds will be used to keep Caltrain stations in a state of good repair. At the 4th and King Station, includes crew quarters and tower painting, restroom renovation, and a Station Building Corrosion Study and Plan. Project also includes installation of Emergency Electrical Transfer Switches at all San Francisco stations. Design is underway, with construction from Fall 2017 to Fall 2018.
20M	SFMTA	Muni Metro East (MME) Phase 2	\$ 1,500,000	\$ -	Project will extend five existing tracks into the southwest corner of the Muni Metro East (MME) facility to provide additional storage space for the SFMTA's growing fleet of light rail vehicles (LRVs). The original MME Phase 2 scope included a new paint and body shop, a new LRV maintenance and mid-life overhaul facility, and historic streetcar canopy and storage tracks. The SFMTA has determined that LRV maintenance is best performed by the vehicle manufacturers, and that the Cameron Beach Yard would be a more strategic location to house and maintain the historic streetcars. The revised scope of work will extend the tracks into the space originally identified for the body repair and paint shop and later for the historic canopy. The design phase will primarily be done by SFMTA staff and be completed by March 2017.
22P	PCJPB	Santa Clara Grade Crossing Medians	\$ 758,704	\$ -	Requested funds will be used to construct medians at six at-grade crossings along the Caltrain line in Santa Clara County, per Federal Transit Administration requirements.
22P	PCJPB	Systemwide Track Rehabilitation	\$ 600,000	\$ -	Annual program to keep Caltrain's railroad in a state of good repair, including replacing rails and other track related components. Work will take place between October 2016 and Spring 2018.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
22M	SFMTA	33-Stanyan Overhead Contact System Phase 2	\$ 1,365,500	\$ -	Requested funds will be used to replace the overhead contact system (OCS) for the 33-Stanyan trolleybus line on 18th Street between Castro and Mission Streets, including streetlight and traffic signal poles that support the OCS system. Curb ramps will be constructed at 18th and Lapidge, Oakwood, and Lexinton streets. Construction impacts include diesel bus substitution on six weekends, temporary bus stop relocation, and temporary parking reduction. Construction will begin in October 2016 and be open for use by December 2017.
33	SFMTA	Eddy and Ellis Traffic Calming Improvement	\$ 310,000	\$ -	This project will upgrade traffic signals at five intersections to enable the conversion of Eddy (between Leavenworth and Mason) and Ellis (between Jones and Cyril Magnin) to two-way operation. The project will reduce vehicular speeds and increase pedestrian safety on these Vision Zero High Injury Corridors. The scope includes pedestrian countdown signals, two corner bulb-outs at Eddy/Leavenworth, and curb ramps at Ellis/Taylor. Construction will start in January and be completed by September 2017.
38	SFMTA	Traffic Calming Implementation (Prior Areawide Plans)	\$ 1,500,000	\$ -	This project will implement traffic calming measures recommended in the Dewey, Inner Sunset, North Bernal Heights, and Saint Francis Wood areawide traffic calming plans, including construction of seven bulbouts and one pedestrian refuge island, as well as two curb ramps on Herbst Road near the SF Zoo. Construction will occur in January through December 2017. These measures represent a portion of the traffic calming backlog of recommendations from previously completed areawide plans. In October 2016, SFMTA staff will be requesting another Prop K allocation for construction of the remaining backlog.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
38	SFMTA	WalkFirst Rectangular Rapid Flashing Beacons	\$ 399,000	\$ -	Funds will be used to supplement a prior Prop K allocation for construction of solar-powered Rectangular Rapid Flashing Beacons (RRFBs) to improve crosswalk safety at seven intersections on WalkFirst high-injury corridors. Construction costs are higher than originally anticipated because the earlier budget did not include curb ramp and catch basin upgrades, pull box and conduit, and SFPW construction management. Construction is scheduled to begin in early 2017 and be completed by September 2017.
TOTAL			\$ 20,888,900	\$ -	

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	Recommendation
5	TJPA	Downtown Rail Extension	\$ 6,774,400	\$ -	<p>Strategic Plan Amendment: The recommended allocation is contingent upon a Prop K Strategic Plan amendment to the Caltrain Downtown Extension (DTX) to a Rebuilt Transbay Terminal category. The amendment would advance \$4,150,503 programmed for the DTX in FY 2033/34 and \$645,095 in cash flow from FY 2017/18 to FY 2016/17. It also requires an exception to the Strategic Plan policy setting aside all remaining funds not already programmed to Phase 1 for Phase 2 (DTX) construction. See attached Strategic Plan amendment for details.</p> <p>The recommendation also includes the condition that the TJPA agrees to the attached oversight protocol for Phases 1 and Phase 2. TJPA has agreed to the oversight protocol.</p>
6	PCJPB	Caltrain Early Investment Program – Electrification	\$ 3,900,000	\$ -	<p>Strategic Plan Amendment: The recommended allocation is contingent upon a Prop K Strategic Plan amendment to program \$640,000 of unprogrammed capacity in the Prop K Caltrain Electrification category in FY 2016/17.</p> <p>The recommendation is also contingent upon a Caltrain staff commitment to continued compliance with the Funding Partners Oversight Protocol for Caltrain's Cal Mod Program (attached to the Allocation Request Form).</p>
6	PCJPB	Caltrain Early Investment Program – CBOSS	\$ 140,000	\$ -	<p>The recommendation is contingent upon a Caltrain staff commitment to continued compliance with the Funding Partners Oversight Protocol for Caltrain's Cal Mod Program (attached to the Allocation Request Form).</p>
7	PCJPB	Los Gatos Creek Bridge Replacement	\$ 895,729	\$ -	
7	PCJPB	Marin Street and Napoleon Street Bridges	\$ 200,000	\$ -	
17P	PCJPB	F-40 Mid Life Overhaul	\$ 2,109,105	\$ -	<p>Strategic Plan Amendment: Approval of this request is contingent upon a Strategic Plan amendment to advance \$969,547 in programming from FY 22/23 to FY 16/17. See attached Strategic Plan amendment for details.</p>
20P	PCJPB	Station Enhancements and Renovations	\$ 436,462	\$ -	

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
20M	SFMTA	Muni Metro East (MME) Phase 2	\$ 1,500,000	\$ -	
22P	PCJPB	Santa Clara Grade Crossing Medians	\$ 758,704	\$ -	
22P	PCJPB	Systemwide Track Rehabilitation	\$ 600,000	\$ -	
22M	SFMTA	33-Stanyan Overhead Contact System Phase 2	\$ 1,365,500	\$ -	The recommended allocation is contingent upon approval of a comprehensive 5YPP amendment and corresponding Strategic Plan amendment to the Muni Guideways category to advance \$5,898,500 in programming from FY 2033/34 to FYs 2016/17 - 2018/19 for various projects. These amendments are the subject of a previous item on this agenda.
33	SFMTA	Eddy and Ellis Traffic Calming Improvement	\$ 310,000	\$ -	5YPP Amendment: The recommended allocation is contingent upon a 5YPP amendment to the Signals and Signs category to reprogram \$167,729 from the Gough Corridor Signal Upgrade design phase, which is fully funded, to the subject project. See attached 5YPP amendment for details.
38	SFMTA	Traffic Calming Implementation (Prior Areawide Plans)	\$ 1,500,000	\$ -	
38	SFMTA	WalkFirst Rectangular Rapid Flashing Beacons	\$ 399,000	\$ -	5YPP Amendment: The recommended allocation is contingent upon a 5YPP amendment to program \$399,000 in deobligated funds from projects completed under budget, to this project. See attached 5YPP amendment for details.
TOTAL			\$ 20,888,900	\$ -	

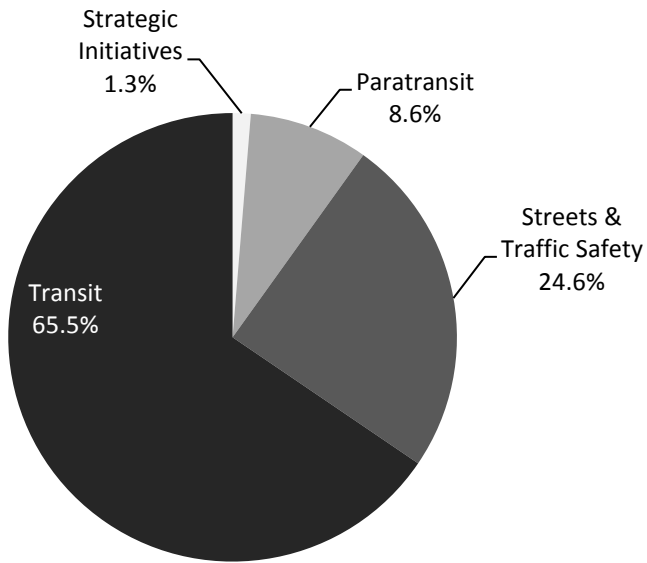
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2016/17**

PROP K SALES TAX		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ 51,496,707	\$ 30,187,798	\$ 12,162,933	\$ 9,145,976	\$ -	\$ -
Current Request(s)	\$ 20,888,900	\$ 15,677,907	\$ 5,210,993	\$ -	\$ -	\$ -
New Total Allocations	\$ 72,385,607	\$ 45,865,705	\$ 17,373,926	\$ 9,145,976	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2015/16 allocations approved to date, along with the current recommended

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date

