



Memorandum

Date: November 20, 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>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> 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"> Manual Trolley Switch System Replacement Phase I (\$602,500) Gough Corridor Signal Upgrade (\$2,900,000) Bicycle Facility Maintenance (\$150,000) Appropriate \$200,000 in Prop K sales tax for one request: <ol style="list-style-type: none"> Freeway Corridor Management Study Pre-Environmental | <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: |
| <p>SUMMARY</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> | |

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

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amounts that are the subject of this memorandum.

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 will consider this item at its November 29, 2017 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

Attachment 4 – Prop K/AA Allocation Summaries – FY 2017/18

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

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 | 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 |
| TOTAL | | | | \$ 3,852,500 | \$ 8,228,550 | 61% | 53% | | |

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: SFCTA (San Francisco County 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 |
|--------------------------|--------------------|--|---------------------------|---|
| 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 ¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Requested | Project Description |
|----------------------------------|----------------------------|--|-----------------------------------|---|
| 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. |
| TOTAL | | | \$3,852,500 | |

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Recommended | Recommendations |
|----------------------------------|----------------------------|---|-------------------------------------|--|
| 22M | SFMTA | Manual Trolley Switch System Replacement Phase I | \$ 602,500 | 5 Year Prioritization Program (5YPP) Amendment: 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 | 5YPP Amendment: 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 | |
| TOTAL | | | \$ 3,852,500 | |

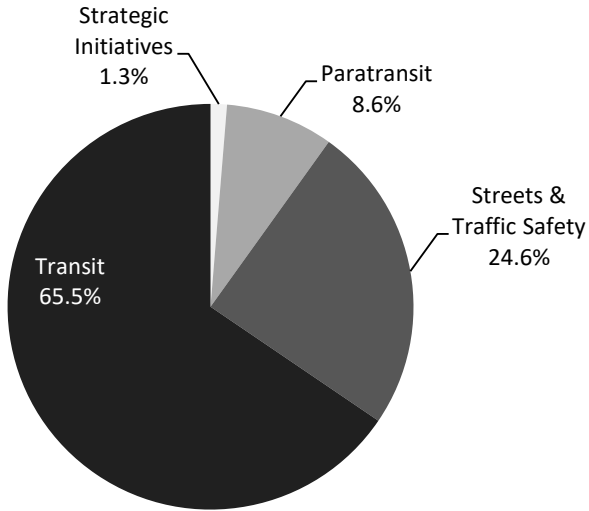
¹ See Attachment 1 for footnotes.

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

| PROP K SALES TAX | | | | | | |
|-------------------------|---------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | | CASH FLOW | | | | |
| | Total | FY 2017/18 | FY 2018/19 | FY 2019/20 | FY 2020/21 | FY 2021/22 |
| 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

