



Memorandum

Date: February 21, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 3/13/2018 Board Meeting: Allocation of \$8,795,721 in Prop K 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 \$8,795,721 in Prop K sales tax funds to the San Francisco Municipal Transportation Agency for six requests: <ol style="list-style-type: none"> 1. Cable Car Pulley Rebuild (\$280,999) 2. 19th Avenue Complete Streets (\$425,000) 3. New Traffic Signals (Contract 64) (\$5,289,722) 4. Intelligent Transportation Systems - Variable Message Signs (\$1,000,000) 5. Intelligent Transportation Systems - Traffic Camera Deployment (\$1,200,000) 6. District 11 Near Term Traffic Calming [NTIP Capital] (\$600,000) <p>SUMMARY</p> <p>We are presenting six requests totaling \$8,795,721 in Prop K sales tax 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 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. An Allocation Request Form for each project is enclosed, with more detailed information on scope, schedule, budget and funding. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest.

FINANCIAL IMPACT

The recommended action would allocate \$8,795,721 in Fiscal Year (FY) 2017/18 Prop K sales tax funds. The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Fully funding the SFMTA’s request for New Traffic Signals (Contract 64) requires a Prop K

Agenda Item 6

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 amounts that are the subject of this memorandum.

Strategic Plan amendment to advance \$3,571,249 in the New Signals and Signs category from the outer years of the Prop K program to FY 2017/18. The amendment would result in an increase in the category's financing costs of 1.09% and a minor increase of 0.01% (\$217,927) in anticipated financing costs for the Prop K program as a whole over the 30-year life of the program. See the enclosed allocation request form for the amendment details.

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 February 28, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

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

Enclosure – 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	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	22M	SFMTA	Cable Car Pulley Rebuild	\$ 280,999		\$ 1,623,500	78%	83%	Construction	2, 3
Prop K	30	SFMTA	19th Avenue Complete Streets	\$ 425,000		\$ 18,466,000	83%	98%	Construction	4, 7
Prop K	31	SFMTA	New Traffic Signals (Contract 64)	\$ 5,289,722		\$ 5,854,040	26%	10%	Construction	3, 5, 6, 8, 9, 10, 11
Prop K	32	SFMTA	Intelligent Transportation Systems - Variable Message Signs	\$ 1,000,000		\$ 1,000,000	80%	0%	Construction	3, 5, 6, 10
Prop K	32	SFMTA	Intelligent Transportation Systems - Traffic Camera Deployment	\$ 1,200,000		\$ 1,750,000	80%	31%	Construction	Citywide
Prop K	38	SFMTA	District 11 Near-Term Traffic Calming [NTIP Capital]	\$ 600,000		\$ 750,640	38%	20%	Design, Construction	11
TOTAL				\$ 8,795,721	\$ -	\$ 29,444,180	70%	70%		

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: 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	Cable Car Pulley Rebuild	\$280,999	<p>A cable car is pulled along rails by latching onto a moving cable inside a channel beneath the street. Each cable runs at a constant speed of 9.5 miles per hour and is driven by a 510 horsepower electric motor. Requested funds will be used to rebuild the 25 large pulleys (also known as "sheaves") that enable the traction cables to move throughout the cable car system. The pulleys, which have reached the end of their useful lives, will be rebuilt according to the original design. Most of the work will occur during cable car shutdowns scheduled for the Prop K funded cable car gearbox overhaul project or will coincide with normal scheduled maintenance. The work will be done by SFMTA crews from Spring 2018 to Summer 2020.</p>
30	SFMTA	19th Avenue Complete Streets	\$425,000	<p>Part of the 19th Avenue Combined City Project, the 19th Avenue Complete Streets project will construct 21 transit bulbs and 45 pedestrian bulbs between Lincoln Way and Holloway Avenue. The project will improve pedestrian safety and transit reliability and performance on this Vision Zero High Injury Corridor. The construction contract includes new signals at the intersections of 19th Avenue and Moraga, Wawona, Sloat, and Winston (previously funded by Prop K), and SFPUC sewer and water infrastructure upgrades. Prop K funds will leverage over \$16.6 million in Prop A General Obligation bond funds. Construction of the complete streets project is anticipated to start in September 2018 and end in August 2020. SFPUC is still working out the schedule for its work. Caltrans will use state funds to repave the entire length of the 19th Avenue corridor (after city work is done) and upgrade signals at 19th Ave: Park Presidio/Lake, Crossover/Park Presidio, Crossover/MLK, 19th/Sloat. Construction for Caltrans' work is anticipated from summer 2020 to summer 2021.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
31	SFMTA	New Traffic Signals (Contract 64)	\$5,289,722	Construction of new traffic signals at nine unsignalized intersections to improve traffic, pedestrian, and bicycle safety. Locations are shown on page 42 of the enclosure. The scope includes pedestrian countdown indicators, accessible (audible) pedestrian signals and curb ramps. In response to the recent spike in bids for signal projects, due in part to the booming construction industry and limited number of bidders, the SFMTA has updated the project cost estimate from \$3.6 million estimated in 2016 at the start of design, to \$6.5 million in 2018, triggering the need for a Strategic Plan amendment to advance Prop K funds for the project. Construction is anticipated to start in fall 2018 with all signals open for use by December 2019.
32	SFMTA	Intelligent Transportation Systems - Variable Message Signs	\$1,000,000	Upgrade of existing Variable Message Signs and related hardware (e.g. displays, controllers, network routers) that has reached the end of its useful life at the city's 22 existing Variable Message Sign locations shown on page 61 of the enclosure. These signs are used to show real-time information about current and future traffic conditions including messages on planned street closures and detours, parking garage space availability and emergency alerts. The upgrades will be completed and fully operational by December 2018.
32	SFMTA	Intelligent Transportation Systems - Traffic Camera Deployment	\$1,200,000	Purchase and deployment of closed-circuit television (CCTV) traffic cameras and related hardware for 138 new locations throughout the city to improve decision-making and better manage field operations. The current system has cameras installed at 84 locations. See page 75 of the enclosure for all current and proposed locations, which are selected based on factors such as fiber optic network presence, roadway classification (e.g. major and minor arterial roads), Muni Rapid Network route, Muni Stations, locations near large crowd gatherings for special events, and replacements for legacy cameras reaching end of service life. Video camera footage is not recorded per city policy and will be monitored by (1) Transportation Management Center staff to evaluate field conditions and properly dispatch personnel (parking control officers, transit supervisors, traffic signal electricians) if the need arises; and (2) traffic engineers to evaluate traffic signal timing to better accommodate the various modes of travel. All cameras will be in operation by July 2019.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
38	SFMTA	District 11 Near-Term Traffic Calming [NTIP Capital]	\$600,000	Implementation of quick and effective near-term traffic calming improvements throughout District 11. Specific locations and improvement types will be determined in collaboration with the District 11 Supervisor's Office, and will be based on community input, as well as technical factors such as feasibility and proximity to schools and parks. Potential improvements include speed humps, painted safety zones, raised crosswalks, intersection and spot modifications, continental crosswalks, and traffic modifications. Construction is planned for June through December 2018.
TOTAL			\$8,795,721	

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	Cable Car Pulley Rebuild	\$ 280,999	
30	SFMTA	19th Avenue Complete Streets	\$ 425,000	At the February 13 Board meeting, Chair Peskin asked staff to prepare a presentation on traffic mitigation and outreach plans related to a series of major construction projects on several of the City's key arterials that are anticipated to having overlapping schedules. These include projects on 19th Avenue, Lombard, Van Ness, and Geary. We have already convened a meeting with relevant city agencies, and plan to engage Caltrans, as well. We anticipate a presentation on this topic at the March 20 Board meeting.
31	SFMTA	New Traffic Signals (Contract 64)	\$ 5,289,722	Strategic Plan Amendment: The recommended allocation is contingent upon a concurrent Prop K Strategic Plan amendment to advance a total of \$3,571,249 in the New Signals and Signs category from outyears to FY 2017/18. This amendment results in a minor increase of 1.09% in financing costs to the category. 5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is also contingent upon a concurrent New Signals and Signs 5YPP amendment to add the subject project and to reprogram a total of \$1,718,473 to the subject project from other projects that will advance with non-Prop K sources. See attached Strategic Plan and 5YPP amendments for details.
32	SFMTA	Intelligent Transportation Systems - Variable Message Signs	\$ 1,000,000	5YPP Amendment: The recommended allocation is contingent upon an amendment to the Advanced Technology and Information Systems 5YPP to re-program \$1,000,000 from the SFgo Controller Upgrades placeholder to the subject project. Controller upgrades will be purchased using non-Prop K project funds. See attached 5YPP amendment for details.
32	SFMTA	Intelligent Transportation Systems - Traffic Camera Deployment	\$ 1,200,000	5YPP Amendment: The recommended allocation is contingent upon an amendment to the Advanced Technology and Information Systems 5YPP to reprogram \$1,200,000 from the SFgo Controller Upgrades placeholders to the subject project. Controller upgrades will be purchased using non-Prop K project funds. See attached 5YPP amendment for details.
38	SFMTA	District 11 Near-Term Traffic Calming [NTIP Capital]	\$ 600,000	Multiphase Allocation: Given the strong interest by the sponsoring commissioner in delivering the projects as quickly as possible, and the relatively straightforward design of similar improvements at multiple locations, we are recommending concurrent allocation of design and construction funds. SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$500,000) pending receipt of locations and measures as confirmed by Commissioner Safai.
TOTAL			\$ 8,795,721	

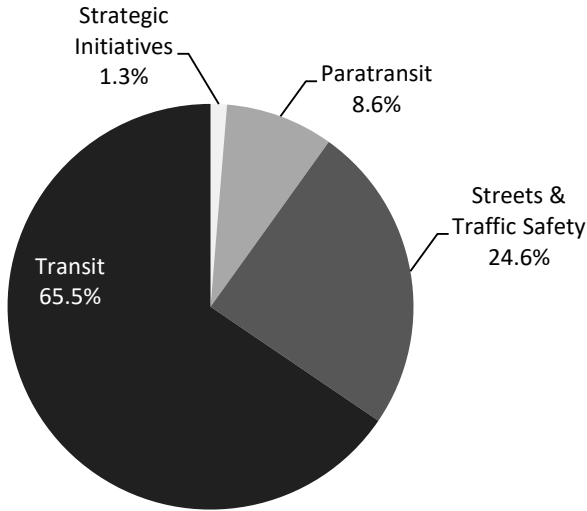
¹ See Attachment 1 for footnotes.

**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	\$ 81,200,537	\$ 35,384,817	\$ 41,580,797	\$ 1,334,620	\$ 786,831	\$ 786,830
Current Request(s)	\$ 8,795,721	\$ 356,654	\$ 7,712,230	\$ 478,727	\$ 248,110	\$ -
New Total Allocations	\$ 89,996,258	\$ 35,741,471	\$ 49,293,027	\$ 1,813,347	\$ 1,034,941	\$ 786,830

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

