



Memorandum

Date: 10.02.14 **RE:** Plans and Programs Committee
October 7, 2014

To: Plans and Programs Committee: Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

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

Through: Tilly Chang – Executive Director *all*

Subject: **ACTION** – Recommend Allocation of \$496,100 in Prop K Funds, with Conditions, and Appropriation of \$150,000 in Prop K Funds, with Conditions, for Three Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have three requests totaling \$646,100 in Prop K funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested \$256,100 for Shared Roadway Bicycle Markings (Sharrows) to install an estimated 1,350 new sharrows at locations identified in the 2009 San Francisco Bicycle Plan. The SFMTA has also requested \$240,000 for the Western Addition Community-Based Transportation Plan, which would be the first project to receive a Neighborhood Transportation Improvement Program (NTIP) planning grant (District 5). While the scope is still being refined in coordination with Commissioner Breed's office, the overall intent is to identify key transportation needs and develop potential project concepts to address those needs. The Prop K funds would leverage a \$60,000 Community Based Transportation Planning grant from the Metropolitan Transportation Commission. Finally, we are requesting \$150,000 for Fiscal Year 2014/15 planning and conceptual engineering work for the Treasure Island Mobility Management Program. **We are seeking a recommendation to allocate \$496,100 in Prop K funds, with conditions, and appropriate \$150,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

BACKGROUND

We have received three requests for a combined total of \$646,100 in Prop K funds to present to the Plans and Programs Committee at the October 7, 2014 meeting, for potential Board approval on October 21, 2014. As shown in Attachment 1, the requests come from the following Prop K categories:

- Bicycle Circulation/Safety
- Transportation Demand Management/Parking Management
- Transportation/Land Use Coordination

The purpose of this memorandum is to present the Prop K requests to the Plans and Programs Committee and to seek a recommendation to allocate and appropriate the funds, with conditions.

DISCUSSION

Attachment 1 summarizes the three requests for Prop K funds, 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.

Treasure Island Mobility Management Program: In June 2011, the San Francisco Board of Supervisors voted to approve various pieces of legislation authorizing the Treasure Island/Yerba Buena Island Development Project. The Treasure Island Transportation Implementation Plan was adopted as part of the development projects' approvals, and includes a multimodal congestion pricing demonstration program that applies motorist user fees to reduce the traffic impacts of the Development Project. The congestion fee, which is authorized under previous legislation (Assembly Bill (AB) 981, signed in 2008), in combination with parking and transit pass revenues, would help fund a comprehensive suite of transportation services, including: frequent ferry and bus service to San Francisco and Oakland, a free island circulator shuttle, bikeshare; and other cycling and pedestrian amenities. Other demand management elements include unbundled parking, required purchase of pre-paid transit vouchers for residents, and pricing of all non-resident parking on Treasure Island. Implementation of congestion pricing is intended to occur concurrently with the occupancy of the first 1,000 housing units on Treasure Island, anticipated in January 2018. Under AB 981, these transportation services and policies are to be implemented by a Treasure Island Mobility Management Agency (TIMMA).

On April 1, 2014, the San Francisco Board of Supervisors adopted a resolution designating the Transportation Authority as the TIMMA to implement elements of the Transportation Plan in support of the Development Project. On September 19, 2014, Governor Brown signed into law AB 141 (Ammiano), a bill sponsored by the Transportation Authority to transfer its TIMMA responsibilities to a new agency in order to firewall the new Treasure Island activities and related liabilities from Prop K revenues and other Transportation Authority resources.

The current request for \$150,000 in Prop K funds for Fiscal Year 2014/15 would match two competitive grants secured by the project: \$149,400 in Priority Development Area Planning funds from the Metropolitan Transportation Commission, and \$330,000 in federal Value Pricing Pilot Program Planning funds from the Federal Highway Administration. It would establish administrative and financial policies for TIMMA, and conduct planning and preliminary engineering to produce recommendations for the Mobility Management Program. A progress update on the Treasure Island Mobility Management Study will also be presented at the October 7 Plans and Programs Committee meeting under a separate agenda item.

Western Addition Community-Based Transportation Plan [NTIP Planning]: The San Francisco Transportation Plan found that walking, biking and transit reliability initiatives are important ways to address socio-economic and geographic disparities. One key response to the findings was the development of the Neighborhood Transportation Improvement Program (NTIP) to address mobility and equity needs and to meet the desire for more focus on neighborhoods, especially on Communities of Concern and other underserved neighborhoods. The NTIP has two components: a planning program that provides \$100,000 in Prop K funding for each supervisorial district, and \$9.6 million in Prop K matching funds for implementation of NTIP planning grant recommendations and other neighborhood-scale projects that have already been identified for delivery. The San Francisco Municipal Transportation Agency is requesting \$100,000 in District 5 NTIP Planning funds and an additional \$140,000 in Prop K funds for the Western Addition Community-Based Transportation Plan project for the first NTIP planning grant. While the scope is still being refined in coordination with Commissioner Breed's office, the overall intent is to identify key transportation needs and develop potential project concepts to address those needs. The Prop K funds would leverage a \$60,000 Community Based Transportation Planning grant from the Metropolitan Transportation Commission.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests. Transportation Authority staff and project sponsors will attend the Plans and Programs Committee

meeting to provide brief presentations on some of the specific requests and to respond to any questions that the Plans and Programs Committee may have.

We are seeking a recommendation to allocate \$496,100 in Prop K funds, with conditions and appropriate \$150,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

ALTERNATIVES

1. Recommend allocation of \$496,100 in Prop K funds, with conditions, and appropriation of \$150,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as presented.
2. Recommend allocation of \$496,100 in Prop K funds, with condition, and appropriation of \$150,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The Citizen Advisory Committee (CAC) was briefed on this item at its October 1, 2014 meeting, and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

As detailed in Attachment 2 and the enclosed Allocation Request Forms, this action would allocate and appropriate \$646,100 in Fiscal Year 2014/15 Prop K funds, with conditions. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

The Prop K Capital Budget (Attachment 4) shows the recommended cash flow distribution schedules for the subject requests. Attachment 5 contains a cash-flow-based summary table including the Prop K Fiscal Year 2014/15 allocations to date and the subject Prop K requests.

Sufficient funds are included in the adopted Fiscal Year 2014/15 budget to accommodate the recommendation actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Recommend allocation of \$496,100 in Prop K funds, with conditions, and appropriation of \$150,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Capital Budget 2014/15
5. Prop K 2014/15 Fiscal Year Cash Flow Distribution – Summary Table

Enclosure:

1. Prop K Allocation Request Forms (3)

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)	Prop K Leveraging		Phase(s) Requested	District
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ -	\$ 256,100	28%	0%	Environmental, Design, Construction	Citywide
Prop K	43	SFCTA	Treasure Island Mobility Management Program	\$ 150,000	\$ -	\$ 879,400	54%	83%	Planning	6
Prop K	44	SFMTA	Western Addition Community-Based Transportation Plan [NTIP Planning]	\$ 240,000	\$ -	\$ 300,000	40%	20%	Planning	5
TOTAL				\$ 646,100	\$ -	\$ 1,435,500	46%	55%		

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 include SFCTA (San Francisco County Transportation Authority) and 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 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.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ -	<p>The SFMTA will use Prop K funds to install an estimated 1,350 new sharrows at 52 locations identified in the 2009 San Francisco Bicycle Plan. Streets planned for sharrow implementation are located on the San Francisco Bike Network where no other bike facilities such as lanes are scheduled for construction in the near future. To date, the SFMTA has installed 74 miles of sharrows, and this project will install sharrows on the remaining 16 miles identified in the plan. SFMTA anticipates construction to be completed by late 2015.</p> <p>The SFMTA prioritizes new requests for sharrows based on the existing backlog of requested sharrow locations along with new requests submitted through elected officials (e.g. Board of Supervisors) and 311. Public requests for sharrows can be made by contacting 311.</p>
43	SFCTA	Treasure Island Mobility Management Program	\$ 150,000	\$ -	<p>A key component of the Treasure Island/Yerba Buena Development Project is the development and implementation of a comprehensive package of transportation services. Prop K funds will be used to fund Phase 1 of the Treasure Island Mobility Management Program in Fiscal Year 2014/15. Activities during this pre-implementation phase will continue development of the transportation program. Specifically, funds will be used on initial studies, the establishment of the Treasure Island Mobility Management Agency (TIMMA), program management, and agency stakeholder and public outreach. The work will be split 50/50 between Transportation Authority staff and consultants. The Transportation Authority anticipates the pre-implementation phase to be completed by September 2015.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
44	SFMTA	Western Addition Community-Based Transportation Plan [NTIP Planning]	\$ 240,000	\$ -	Prop K funds will be used for a community-based planning effort in the Western Addition/Haight/Fillmore neighborhood. This would be the first project to receive a Neighborhood Transportation Improvement Program (NTIP) planning grant (District 5, \$100,000 from NTIP). While the scope is still being refined in coordination with Commissioner Breed's office, the overall intent is to identify key transportation needs and develop potential project concepts to address those needs. The Prop K funds would leverage a \$60,000 Community Based Transportation Planning grant from the Metropolitan Transportation Commission. The planning effort must include robust community engagement and will identify key transportation needs and to develop potential project concepts. Upon project completion (anticipated November 2016), SFMTA will report to the CAC and Plans and Programs Committee on key findings, recommendations, and next steps, including implementation and funding strategy.
TOTAL			\$ 646,100	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ -	5-Year Prioritization Program (5YPP) Amendment: The requested allocation requires a 5YPP amendment to the Bicycle Circulation/Safety category to reprogram \$138,100 in Fiscal Year 2014/15 Bicycle Network Expansion and Upgrades construction funds to the Sharrows project.
43	SFCTA	Treasure Island Mobility Management Program	\$ 150,000	\$ -	
44	SFMTA	Western Addition Community-Based Transportation Plan [NTIP Planning]	\$ 240,000	\$ -	SFMTA is working with Commissioner Breed's office to better define purpose and need, scope, community engagement strategy, etc. We are recommending the allocation so that SFMTA can obligate the Community Based Transportation Planning grant funds from MTC. The staff recommendation contains a special condition making reimbursement conditioned upon receipt of a) an executed project charter documenting agreements reached with all participants on purpose, scope, budget, and responsibilities of all participants and b) a revised allocation request form that is consistent with the project charter and reflects input from Commissioner Breed.
TOTAL			\$ 646,100	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 4.
Prop K FY 2014/15 Capital Budget¹

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					FYs 2019/20 - 2027/2028 ²
				FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
TRANSIT									
1	SFMTA	Van Ness Bus Rapid Transit	\$ 1,594,280	\$ 1,275,424	\$ 318,856				
5	TJPA	Transbay Transit Center and Downtown Extension	\$ 43,046,950	\$ 34,128,950	\$ 4,693,000	\$ 4,225,000			
5	TJPA	Downtown Extension	\$ 1,219,000	\$ 632,400	\$ 586,600				
14	SFCTA	Quint-Jerrold Connector Road Contracting and Workforce Development Strategy	\$ 89,000	\$ 89,000					
15	SFMTA	Light Rail Vehicle Procurement	\$ 4,592,490			\$ 3,092,490	\$ 1,500,000		
17M	SFMTA	Light Rail Vehicle Procurement	\$ 60,116,310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,116,310
17U	SFMTA	Light Rail Vehicle Procurement	\$ 66,444,342	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,342
Transit Subtotal			\$ 177,102,372	\$ 36,125,774	\$ 5,598,456	\$ 7,317,490	\$ 1,500,000	\$ -	\$ 126,560,652
PARATRANSIT									
23	SFMTA	Paratransit	\$ 9,670,000	\$ 9,670,000					
Paratransit Subtotal			\$ 9,670,000	\$ 9,670,000	\$ -	\$ -	\$ -	\$ -	\$ -
VISITACION VALLEY WATERSHED									
27	SFMTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750				
27	SFCTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750				
Visitacion Valley Watershed Subtotal			\$ 28,830	\$ 19,330	\$ 9,500	\$ -	\$ -	\$ -	\$ -
STREET AND TRAFFIC SAFETY									
34	SFPW	West Portal Ave and Quintara St. Pavement Renovation	\$ 3,002,785	\$ 2,402,228	\$ 600,557				
35	SFPW	Street Repair and Cleaning Equipment	\$ 701,034	\$ 350,517	\$ 350,517				
37	SFPW	Public Sidewalk Repair	\$ 492,200	\$ 492,200					
39	SFMTA	Twin Peaks Connectivity	\$ 23,000	\$ 19,866	\$ 3,134				
39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ 151,000	\$ 105,100				
42	SFPW	Tree Planting and Maintenance	\$ 1,000,000	\$ 1,000,000					
Streets and Traffic Safety Subtotal			\$ 5,475,119	\$ 4,415,811	\$ 1,059,308	\$ -	\$ -	\$ -	\$ -
TSM/STRATEGIC INITIATIVES									
43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 77,546	\$ 77,546					
43	SFCTA	Bay Area Transit Core Capacity Study	\$ 450,000	\$ 315,000	\$ 135,000				
43	SFCTA	San Francisco Corridor Management Study	\$ 300,000	\$ 75,000	\$ 125,000	\$ 100,000			
43	SFCTA	Treasure Island Mobility Management Program	\$ 150,000	\$ 150,000					
44	SFMTA	Persia Triangle	\$ 200,685	\$ 100,343	\$ 100,342				
44	SFCTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000					
44	SFMTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000					
44	SFMTA	Western Addition Community-Based Transportation Plan [NTIP]	\$ 240,000	\$ 96,000	\$ 96,000	\$ 48,000			
TSM/Strategic Initiatives Subtotal			\$ 1,568,231	\$ 963,889	\$ 456,342	\$ 148,000	\$ -	\$ -	\$ -
TOTAL			\$ 193,844,552	\$ 51,194,804	\$ 7,123,606	\$ 7,465,490	\$ 1,500,000	\$ -	\$ 126,560,652

Attachment 4.
Prop K FY 2014/15 Capital Budget¹

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					FYs 2019/20 - 2027/2028 ²
				FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	

¹ This table shows Cash Flow Distribution Schedules for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).

² Light Rail Vehicle Procurement. See Resolution 15-XX for cash flow details.

Shaded lines indicate allocations/appropriations that are part of the current action.

Attachment 5.
Prop K FY 2014/15 Capital Budget Summary¹

	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FYs 2019/20 - 2027/28²
Prior Allocations	\$ 193,198,452	\$ 50,797,804	\$ 6,922,506	\$ 7,417,490	\$ -	\$ -	\$ 126,560,652
Current Request(s)	\$ 646,100	\$ 397,000	\$ 201,100	\$ 48,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 193,844,552	\$ 51,194,804	\$ 7,123,606	\$ 7,465,490	\$ -	\$ -	\$ 126,560,652

¹ This table shows total cash flow for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).

² Light Rail Vehicle Procurement. See Resolution 15-XX for cash flow details.