



Memorandum

Date: 07.14.15 **RE:** Plans and Programs Committee
July 21, 2015

To: Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

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

Through: Tilly Chang – Executive Director *TJC*

Subject: **ACTION** – Recommend Allocation of \$38,780,932 in Prop K Funds, with Conditions, and Appropriation of \$671,920 in Prop K Funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have ten requests totaling \$39,452,852 in Prop K sales tax funds to present to the Plans and Programs Committee. The Transbay Joint Powers Authority (TJPA) is requesting \$14.2 million to support construction management and oversight of the Transbay Transit Center, program management and program controls, and property management of parcels owned by TJPA. The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$2 million to fund conceptual engineering and final design of near-term (Phase 1) improvements for Geary Corridor Bus Rapid Transit (BRT) and \$6.8 million for the project's conceptual engineering report (30% design), which includes a \$471,920 appropriation for our environmental review work. SFMTA is also requesting operating funds for the paratransit program; design of pedestrian safety improvements along the Lombard Street corridor (a Neighborhood Transportation Improvement Program (NTIP) project); signal upgrades and related infrastructure improvements at 32 intersections (including 10 WalkFirst locations) in the Franklin and Divisadero corridors; signal upgrades in the Van Ness Avenue corridor including SFgo intelligent transportation system communications infrastructure; and an NTIP project to construct pedestrian safety and transit stop improvements in the Potrero Hill neighborhood. We are requesting an appropriation of \$50,000 to satisfy an existing commitment to allocate to cover Caltrain and San Mateo C/CAG's planned contribution to the study since we've been unsuccessful in securing those funds and the study is nearly complete. Finally, with San Francisco Public Works' (SFPW's) support, we are requesting appropriation of \$75,000 to provide advisory support during the design phase of the 19th Avenue City Combined Project, ensuring continuity and providing technical support as the project transitions to SFPW's lead.

BACKGROUND

We have ten requests totaling \$39,452,852 in Prop K sales tax funds to present to the Plans and Programs Committee at the July 21, 2015 meeting, for potential Board approval on July 28, 2015. As shown in Attachment 1, the requests come from the following Prop K categories:

- Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network
- Downtown Extension to Rebuilt Transbay Terminal

- Paratransit
- Visitacion Valley Watershed
- Upgrades to Major Arterials
- Traffic Calming
- Signals & Signs
- Traffic Calming
- Transportation Demand Management/Parking Management

Board adoption of a 5-Year Prioritization Program (5YPP) for Prop K programmatic categories is a prerequisite for allocation of funds from each of these categories except Downtown Extension to Rebuilt Transbay Terminal and Paratransit, both of which are single-project categories programmed directly in the Prop K Strategic Plan.

DISCUSSION

The purpose of this memorandum is to present ten Prop K requests totaling \$39,452,852 to the Plans and Programs Committee and to seek a recommendation to allocate or appropriate the funds as requested.

Attachment 1 summarizes the requests, including information on proposed leveraging (i.e. stretching Prop K sales tax 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 is included in the attached Allocation Request Forms.

The allocations include about \$14.2 million in funds for construction management and oversight, program management and program controls, and property management of parcels owned by the Transbay Joint Powers Authority (TJPA) for the Transbay Transit Center project. At the July 9 TJPA Board meeting, staff presented an estimated cost increase of \$246.9 million over the \$1.9 billion Phase 1 budget adopted in July 2013. The increase is largely attributed to the active construction market which is limiting competition and driving up costs. The TJPA Board is anticipated to approve a revised budget and a plan to close the Phase 1 funding gap in September 2015. Additional information is provided in other items on the Committee's agenda, including the partial release of the agreement for Quitclaim of Interest (Item #4) and the major capital projects update on the Transbay Transit Center and Downtown Extension (Item #10).

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions, 5YPP amendments and other items of interest.

Representatives from sponsor agencies will be in attendance at the Plans and Programs Committee meeting to answer questions.

ALTERNATIVES

1. Recommend allocation of \$38,780,932 in Prop K funds, with conditions, and appropriation of \$671,920 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocation of \$38,780,932 in Prop K funds, with conditions, and appropriation of \$671,920 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested, with modifications.

3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its June 24, 2015 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This action would allocate \$38,780,932 and appropriate \$671,920 in Fiscal Year (FY) 2015/16 Prop K sales tax funds, with conditions, for a total of ten requests. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

The FY 2015/16 Prop K Allocation Summary (Attachment 4) shows the total approved FY 2015/16 allocations to date with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum.

Sufficient funds are included in the FY 2015/16 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 \$38,780,932 in Prop K Funds, with conditions, and appropriation of \$671,920 in Prop K funds, 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 2015/16 Fiscal Year Cash Flow Distribution – Summary

Enclosure:

1. Prop K Allocation Request Forms (10)

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	1	SFMTA	Geary BRT - Near-Term Improvements (Phase 1)	\$ 1,978,946		\$ 2,596,446	82%	24%	Design	1, 2, 3, 5, 6
Prop K	1	SFMTA/SFCTA	Geary BRT - Full BRT (Phase 2)	\$ 6,791,390		\$ 47,300,472	82%	86%	Environmental, Design	1, 2, 3, 5, 6
Prop K	5	TJPA	Transbay Transit Center - Project Management & Construction Management Oversight	\$ 14,220,000		\$ 14,794,000	86%	4% for current request; 93% for overall project	Construction	6
Prop K	23	SFMTA	Paratransit	\$ 10,193,010		\$ 21,180,861	27%	52%	Operations	Citywide
Prop K	27	SFCTA	Geneva/ Harney BRT Feasibility Study	\$ 50,000		\$ 803,798	68%	94%	Planning	10, 11
Prop K	30	SFCTA	19th Ave Combined City Project	\$ 75,000		\$ 75,000	83%	0%	Design	4, 7
Prop K	30, 38	SFMTA/SFCTA	Lombard Street US-101 Corridor [NTIP Capital]	\$ 646,586		\$ 933,286	67%	31%	Design, Construction	2
Prop K	33	SFMTA	Franklin and Divisadero Signals Upgrade	\$ 3,162,920		\$ 4,502,080	41%	30%	Construction	2,5
Prop K	33	SFMTA	SFgo Van Ness Corridor Management	\$ 2,275,000		\$ 16,275,000	41%	86%	Construction	2, 3, 5, 6
Prop K	43	SFMTA	Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP Capital]	\$ 60,000		\$ 380,108	54%	84%	Construction	10
TOTAL				\$ 39,452,852	\$ -	\$ 108,841,051	62%	63%		

Attachment 1: Summary of Applications Received

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: SFCTA (San Francisco County Transportation Authority); 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 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
1	SFMTA	Geary BRT - Near-Term Improvements (Phase 1)	\$ 1,978,946	\$ -	Prop K funds would be used for the conceptual engineering report and final design for the near-term Initial Construction Phase Geary Bus Rapid Transit improvements. Anticipated near-term improvements, which are just preliminary until a Locally Preferred Alternative is selected and environmental clearance is complete, include: colorized bus-only lanes; bus and pedestrian bulb-outs, traffic signal improvements, a road re-design and pedestrian crossing improvements in the Japantown area, right-turn pockets, and bus stop changes to improve operations. These improvements are a subset of those proposed under the full BRT project.
1	SFMTA/ SFCTA	Geary BRT - Full BRT (Phase 2)	\$ 6,791,390	\$ -	Prop K funds would be used to generate a Conceptual Engineering Report (CER) for the Phase 2 (Full) Geary Bus Rapid Transit (BRT) Project, bringing the engineering design of the project to 30%. BRT improvements include colorized bus-only lanes, new medians, new stations, pedestrian and bus bulbs, traffic signal improvements, right-turn pockets, bus stop changes to improve operations, and pedestrian crossing enhancements. The funds would provide for SFMTA and Public Works staff time to develop the 30% design, including a street survey, curb layouts, identification of related sewer and water utility work, and electrical design for signals and street lights. Funds also provide for SFCTA staff and consultant needs to complete the environmental 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	Transbay Transit Center - Project Management & Construction Management Oversight	\$ 14,220,000	\$ -	Requested funds will be used to support Fiscal Year 2015/16 consultant services for Construction Management and Oversight (CMO) (\$7,450,000), Program Management/ Program Controls (PMPC) (\$6,750,000), and Property Management (\$20,000). CMO consultant manages the construction phase of the Transbay Transit Center. PMPC consultant assists TJPA staff in managing the full Transbay Transit Center program. Property management consultant manages TJPA-owned real properties, including 580 Howard Street.
23	SFMTA	Paratransit	\$ 10,193,010	\$ -	Prop K funds would provide 48% of the cost of the Paratransit program broker contract in Fiscal Year 2015/16. The broker contract includes procuring and managing subcontracts with paratransit service providers, monitoring service quality and client interface, administering client eligibility, managing the sale of fare instruments, and acting as the principal customer service representative on behalf of the SFMTA. The Fiscal Year 2015/16 Paratransit program budget includes operational changes to reduce passenger trip times on group vans, changes which were advocated for by Commissioner Yee and other stakeholders.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
27	SFCTA	Geneva/ Harney BRT Feasibility Study	\$ 50,000		Prop K funds would fulfill a commitment approved in November 2014 (Res. 15-17) to cover City/County Association of Government of San Mateo County's (C/CAG's) and Peninsula Corridor Joint Powers Board 's (Caltrain's) contributions to the Feasibility Study. Both agencies originally committed to contributing \$25,000 each, but subsequently withdrew their financial commitment due to concerns related to another study being led by the City (Bayshore Station Study). The Study is nearing completion (e.g. final report going to the Board for approval in July). We are requesting appropriation of the funds to fully cover our costs for the study given that we were unsuccessful in securing the funds from Caltrain and C/CAG.
30	SFCTA	19th Ave Combined City Project	\$ 75,000	\$ -	SFPW has asked SFCTA staff to provide technical support (in an advisory role) during the design phase to help provide continuity to the project management team as the project transitions from the SFCTA to SFPW lead. The project will implement transit, signal, and pedestrian improvements, along with water and sewer improvements, on 19th Avenue from Lincoln Way to Holloway Avenue. SFCTA's advisorial role will coincide with project design, which begins summer 2015 and is anticipated to be completed by December 2016.
30, 38	SFMTA/ SFCTA	Lombard Street US-101 Corridor [NTIP Capital]	\$ 646,586	\$ -	Requested funds are intended to match Active Transportation Program funds and will be used to design pedestrian improvements, including curb bulbouts at five intersections. \$33,000 will be used to construct new continental crosswalks and leading pedestrian interval signal timing ahead of the larger project. \$75,000 will be used for Transportation Authority project support. SFMTA and SFPW are coordinating this project with an SFPUC utility project and all work would be complete prior to a Caltrans paving project in 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
33	SFMTA	Franklin and Divisadero Signals Upgrade	\$ 3,162,920	\$ -	<p>Funds will be used to upgrade the signal infrastructure at 29 intersections on the Franklin Street corridor and 3 intersections on the Divisadero Street corridor. Ten of these intersections are WalkFirst locations. Upgrades include new or upgraded wiring, Pedestrian Countdown Signals, Accessible Pedestrian Signals pushbuttons, larger signal heads, poles and mast-arms, signal controllers at the three locations. Design was funded by Prop K and Prop AA. SFMTA will begin construction in September 2015 and all project elements will be open for use by December 2016. See the map of intersections on page 15 of the allocation request form.</p>
33	SFMTA	SFgo Van Ness Corridor Management	\$ 2,275,000	\$ -	<p>Sales tax funds will be used to improve traffic signal infrastructure and to enhance transit on-time performance along the Van Ness corridor, between Mission and Bay Streets. SFMTA will upgrade traffic signal equipment including new traffic signal conduits, mast arms, traffic and pedestrian signal heads, accessible pedestrian signals, transit signal priority, and install a new communications network. The project will be implemented as part of the Van Ness Corridor Transit Improvement Project (including Van Ness Bus Rapid Transit) through a Construction Manager/General Contractor contracting method with the anticipated completion date of late 2018.</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
43	SFMTA	Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP Capital]	\$ 60,000	\$ -	Prop K funds will leverage Lifeline funds programmed by the SFCTA to improve pedestrian safety, transit access, and a sense of place by defining pedestrian bulbouts with high-impact planting barriers at five intersections in the Potrero Terrace and Annex Public Housing sites (25th at Connecticut and Texas-Dakota; 23rd at Dakota-Missouri and Arkansas, and Missouri at Watchman Way), as recommended through the Potrero Hill Neighborhood Transportation Plan (to be considered for adoption by SFCTA Board on June 23), in partnership with the Planning Department and BRIDGE Housing. Construction is anticipated to start in October and be completed by the end of this year.
TOTAL			\$ 39,452,852	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
1	SFMTA	Geary BRT - Near-Term Improvements (Phase 1)	\$ 1,978,946	\$ -	<p>5YPP Amendment: Our recommendation is contingent upon an administrative 5YPP amendment to reprogram the requested funds from the planning/conceptual engineering phase of the Geary BRT project to the detailed design phase for Phase 1.</p> <p>Special Conditions: Reimbursement is contingent upon execution of a transition plan agreement between the SFMTA and SFCTA (anticipated July 2015).</p>
1	SFMTA/ SFCTA	Geary BRT - Full BRT (Phase 2)	\$ 6,791,390	\$ -	<p>Multi-phase (design and environmental phases due to overlap and desire to advance design) and multiple-sponsor allocation/appropriation.</p> <p>5YPP Amendment: The recommended allocation is contingent upon an administrative 5YPP amendment to reprogram \$6,319,470 from the planning/conceptual engineering phase to the Phase 2 detailed design phase and \$471,920 to the environmental review phase.</p>
5	TJPA	Transbay Transit Center - Project Management & Construction Management Oversight	\$ 14,220,000	\$ -	
23	SFMTA	Paratransit	\$ 10,193,010	\$ -	
27	SFCTA	Geneva/ Harney BRT Feasibility Study	\$ 50,000	\$ -	
30	SFCTA	19th Ave Combined City Project	\$ 75,000	\$ -	
30, 38	SFMTA/ SFCTA	Lombard Street US-101 Corridor [NTIP Capital]	\$ 646,586	\$ -	<p>5YPP Amendment: Our recommendation is contingent on a 5YPP amendment to reprogram a total of \$171,586 from the Arterials and Commercial Corridors Track in the Traffic Calming category to Lombard Street US-101 Corridor in Fiscal Year 2015/16, and a 5YPP amendment to reprogram \$475,000 in Fiscal Year 2015/16 funds from Neighborhood Transportation Improvement Program (NTIP): Placeholder to subject project in the Other Upgrades to Major Arterials 5YPP.</p>

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
33	SFMTA	Franklin and Divisadero Signals Upgrade	\$ 3,162,920	\$ -	Commitment to Allocate: Approving this request would fulfill the Transportation Authority's commitment to allocate FY 15/16 Prop K funds to fully fund the construction phase of the project (Resolution 15-41).
33	SFMTA	SFgo Van Ness Corridor Management	\$ 2,275,000	\$ -	
43	SFMTA	Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP Capital]	\$ 60,000	\$ -	
TOTAL			\$ 39,452,852	\$ -	

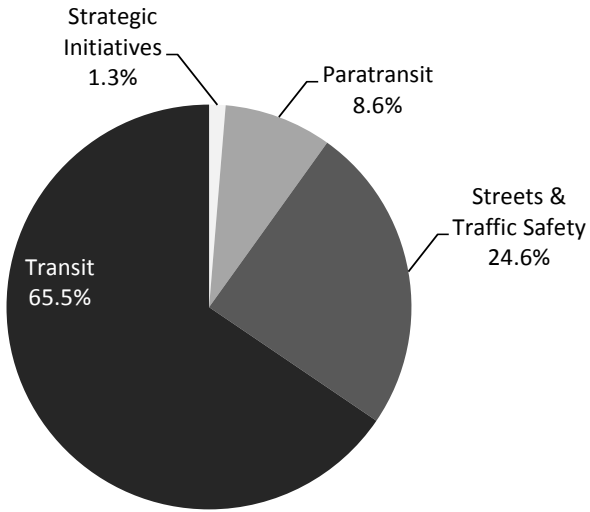
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2015/16**

PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	2019/20
Prior Allocations	\$ 74,245,786	\$ 55,430,543	\$ 18,815,243	\$ -	\$ -	\$ -
Current Request(s)	\$ 39,452,852	\$ 32,982,071	\$ 5,720,781	\$ 750,000	\$ -	\$ -
New Total Allocations	\$ 113,698,638	\$ 88,412,614	\$ 24,536,024	\$ 750,000	\$ -	\$ -

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

