



# Memorandum

**Date:** 12.01.2016 **RE:** Plans and Programs Committee  
December 6, 2016

**To:** Plans and Programs Committee: Commissioners Tang (Chair), Farrell (Vice Chair), Avalos, Breed, Peskin and Wiener (Ex Officio)

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

**Through:** Tilly Chang – Executive Director *TCC*

**Subject:** **ACTION** – Recommend Allocation of \$6,507,592 in Prop K Funds, with Conditions, for Five Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

## Summary

As summarized in Attachments 1 and 2, we have five requests from the San Francisco Municipal Transportation Agency (SFMTA) totaling \$6,507,592 in Prop K funds to present to the Plans and Programs Committee. The SFMTA has requested \$4.3 million to complete the planning and environmental phases for the Geneva-Harney Bus Rapid Transit project, which was a development commitment for the Candlestick/Hunters Point Shipyard development. The SFMTA has also requested \$540,000 to study the feasibility of extending the T-Third light rail line from Chinatown to North Beach and the Fisherman's Wharf area; \$718,215 to replace 27 paratransit vans that have reached the end of their useful lives; and \$634,600 to replace power and communications wiring in the Muni Metro subway at Van Ness Station. Finally, the SFMTA has requested \$276,603 in Neighborhood Transportation Improvement Program capital funds for the first phase of street improvements recommended in the Transportation Authority's Alemany Interchange Improvement Study.

## BACKGROUND

We have received five requests for a total of \$6,507,592 in Prop K funds to present to the Plans and Programs Committee at its December 6, 2016 meeting, for potential Board approval on December 13, 2016. As shown in Attachment 1, the requests come from the following Prop K categories:

- Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network
- Transit Enhancements
- Vehicles – Muni
- Guideways – Muni
- Visitacion Valley Watershed
- Upgrades to Major Arterials

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

## **DISCUSSION**

The purpose of this memorandum is to present five Prop K requests totaling \$6,507,592 to the Plans and Programs Committee 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 attached Allocation Request Forms.

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 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.

## **ALTERNATIVES**

1. Recommend allocation of \$6,507,592 in Prop K funds, with conditions, for five requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocation of \$6,507,592 in Prop K funds, with conditions, for five 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 CAC was briefed on this item at its November 30, 2016 meeting and adopted a motion of support for the staff recommendation.

## **FINANCIAL IMPACTS**

This action would allocate \$6,507,592 in Fiscal Year (FY) 2016/17 Prop K sales tax funds, with conditions, for five requests. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached 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.

Sufficient funds are included in the proposed 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**

Recommend allocation of \$6,507,592 in Prop K funds, with conditions, for five 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

Enclosure:

1. Prop K/Prop AA Allocation Request Forms (5)

**Attachment 1: Summary of Applications Received**

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	1, 16, 27	SFMTA	Geneva-Harney BRT	\$ 4,338,174	\$ 4,404,612	varies	2%	Planning, Environmental	10, 11
Prop K	16	SFMTA	T-Third Phase 3 Feasibility Study	\$ 540,000	\$ 1,250,000	74%	57%	Planning	3
Prop K	17M	SFMTA	Replace 27 Paratransit Vans	\$ 718,215	\$ 2,666,535	84%	73%	Design, Procurement	Citywide
Prop K	22M	SFMTA	Subway Wiring - Van Ness Station	\$ 634,600	\$ 3,173,000	78%	80%	Construction	5
Prop K	30	SFMTA	Aleman Interchange Improvement Phase 1 [NTIP Capital]	\$ 276,603	\$ 276,603	83%	0%	Design, Construction	9
<b>TOTAL</b>				<b>\$ 6,507,592</b>	<b>\$ 11,770,750</b>	<b>50%</b>	<b>45%</b>		

Footnotes

<sup>1</sup> "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).

<sup>2</sup> Acronym: SFMTA (San Francisco Municipal Transportation Agency).

<sup>3</sup> "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%.

<sup>4</sup> "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 <sup>1</sup>**

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
1, 16, 27	SFMTA	Geneva-Harney BRT	\$ 4,338,174	<p>The Geneva-Harney Bus Rapid Transit (BRT) line is a proposed rapid transit service between Balboa Park BART/Muni Station and Hunters Point Shipyard that will provide existing and future neighborhoods along the San Mateo-San Francisco County border with a bus connection to the border area's key regional transit system hubs. Specifically, BRT service was a development commitment for the Candlestick/Hunters Point Shipyard development. Funding is requested to finish the planning phase and complete the environmental phase of the project's Central Segment between Executive Park and the Daly City/San Francisco border near the Cow Palace. Environmental clearance is anticipated by June 2019 with the project open for use by 2023.</p>
16	SFMTA	T-Third Phase 3 Feasibility Study	\$ 540,000	<p>Requested funds will leverage \$710,000 in Prop B General Funds to study the feasibility of extending T-Third light rail transit service from Chinatown to North Beach and the Fisherman's Wharf area. Building on the findings in the T-Third Phase 3 Initial Study (2015), SFMTA will develop and analyze route alignment concepts (surface and subway), station locations, land use and economic development issues within the study area, cost estimates and funding strategies. SFMTA expects to start work in December 2016 and will conduct extensive community and stakeholder outreach as part of this project. Any decision to further advance the T-Third Phase 3 will be made within the context of a Transit Modal Study that will launch in summer 2017 as part of the multi-agency ConnectSF process (<a href="http://connectsf.org/">http://connectsf.org/</a>). The goal of the modal study is to identify the City's next transit expansion priorities.</p>

**Attachment 2: Brief Project Descriptions <sup>1</sup>**

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
17M	SFMTA	Replace 27 Paratransit Vans	\$ 718,215	Funds will leverage \$1.9 million in federal funds to develop specifications and procure replacements for twenty-seven Class B paratransit vans that have reached the end of their useful lives. Each new 22-foot van will provide seating for up to 12 passengers and 2 wheelchair positions. SFMTA's fleet of 112 paratransit vans are used for its SF Access service, which provides pre-scheduled, shared-ride door-to-door service to persons with disabilities who are unable to independently ride fixed-route transit. SFMTA expects to begin procuring the new vehicles by June 2017 and to have the new vehicles in service by December 2017.
22M	SFMTA	Subway Wiring - Van Ness Station	\$ 634,600	Requested funds will leverage \$2.5 million in federal funds to replace power and communications wiring in the Muni Metro subway at Van Ness Station. The wiring, which powers and controls critical wayside equipment (track switches, signals, and Automatic Train Control System sensors), has become unstable and must be replaced to maintain safe and reliable subway service. The project will not require interruption of subway service since most of the work will take place during non-revenue hours. SFMTA anticipates project completion by June 2018.

**Attachment 2: Brief Project Descriptions <sup>1</sup>**

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
30	SFMTA	Alemany Interchange Improvement Phase 1 [NTIP Capital]	\$ 276,603	Neighborhood Transportation Improvement (NTIP) funds will be used to implement Phase 1 recommendations from the Transportation Authority's Alemany Interchange Improvement Study (also NTIP funded), including a road diet of reducing vehicle travel lanes from six to four, a buffered bike lane, painted bulb outs (at Alemany/San Bruno), a painted left turn bike box (at Alemany/Bayshore), painted conflict markers, and upgraded sharrows. This project will improve multimodal accessibility, connectivity, and safety at this dangerous interchange. Design is anticipated to be complete by December 2017 with the project open for use by March 2018.
<b>TOTAL</b>			<b>\$ 6,507,592</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendation
1, 16, 27	SFMTA	Geneva-Harney BRT	\$ 4,338,174	<p><b>Multi-phase allocation</b> is recommended to enable the SFTMA to quickly finish up the planning/preliminary engineering phase and to transition smoothly to the environmental phase. The SFMTA estimates that the environmental clearance phase needs to start in the next few months to enable the project to meet the 2023 date to start operations.</p> <p><b>5-Year Prioritization Program (5YPP) Amendments:</b> The recommended allocation is contingent upon amendments to three 5YPPs as follows: 1.) Amend the Transit Enhancements 5YPP to add the subject project and program \$1,983,175 in funds deobligated from an allocation made in a previous 5YPP cycle to the Automatic Fare Collection Program to the subject project. 2.) Amend the Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP to add the subject project and program \$540,000 from the Muni Forward Implementation of TEP project to the subject project. SFMTA will still have sufficient programming (over \$3.3 million) to advance the next generation of Muni Forward priorities in the near term. 3.) Amend the New and Upgraded Streets Visitation Valley Watershed 5YPP to program \$500,000 from the Bi-County - Interim Solutions Placeholder project to the subject project. See attached 5YPP amendments for details.</p>
16	SFMTA	T-Third Phase 3 Feasibility Study	\$ 540,000	<p><b>5YPP Amendment:</b> The recommended allocation is contingent upon a concurrent amendment of the Transit Enhancements 5YPP to add the project with funds deobligated from a previous 5YPP cycle. See attached 5YPP amendment for details.</p> <p>Prior to release of the draft final report in December 2017, SFMTA will present key findings and recommendations to the SFCTA Citizens Advisory Committee and Board of Commissioners. The SFCTA staff or a designated oversight consultant will participate in the study technical advisory committee.</p>
17M	SFMTA	Replace 27 Paratransit Vans	\$ 718,215	<p><b>5YPP Amendment:</b> The recommended allocation is contingent upon a concurrent amendment of the Vehicles-Muni 5YPP to add the subject project and re-program \$718,215 in unneeded funds deobligated from the Replace 50 40-foot Neoplan Motor Coaches project to the subject project in FY 2016/17. See attached 5YPP amendment for details.</p>
22M	SFMTA	Subway Wiring - Van Ness Station	\$ 634,600	
30	SFMTA	Alemany Interchange Improvement Phase 1 [NTIP Capital]	\$ 276,603	<p>We are recommending a <b>multi-phase allocation</b> for design and construction phases given the straightforward nature of the scope (i.e. striping) and short duration of the construction phase.</p>



**Attachment 3: Staff Recommendations <sup>1</sup>**

<b>EP Line No./ Category</b>	<b>Project Sponsor</b>	<b>Project Name</b>	<b>Prop K Funds Recommended</b>	<b>Recommendation</b>
<b>TOTAL</b>			<b>\$ 6,507,592</b>	

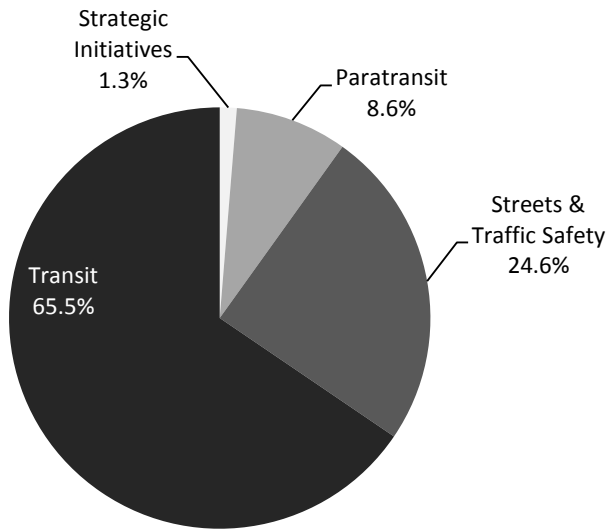
<sup>1</sup> See Attachment 1 for footnotes.

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

<b>PROP K SALES TAX</b>						
		<b>CASH FLOW</b>				
	<b>Total</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>
Prior Allocations	\$ 65,611,207	\$ 39,091,305	\$ 17,373,926	\$ 9,145,976	\$ -	\$ -
Current Request(s)	\$ 6,507,592	\$ 1,621,388	\$ 3,212,030	\$ 1,674,174	\$ -	\$ -
New Total Allocations	\$ 72,118,799	\$ 40,712,693	\$ 20,585,956	\$ 10,820,150	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2016/17 allocations approved to date, along with the current recommended

**Investment Commitments, per Prop K Expenditure Plan**



**Prop K Investments To Date**

