



RESOLUTION ALLOCATING \$1,470,529 IN PROP K SALES TAX FUNDS FOR EIGHT REQUESTS, WITH CONDITIONS, AND APPROPRIATING \$490,000 IN PROP K FUNDS FOR THREE REQUESTS

WHEREAS, The Transportation Authority received eleven requests totaling \$1,960,529 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Ferry, Upgrades to Major Arterials, Bicycle Circulation/Safety, Transportation Demand Management/Parking Management and Transportation/Land Use Coordination; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a Prop K 5-Year Prioritization Program (5YPP) for each of the aforementioned Expenditure Plan programmatic categories; and

WHEREAS, Eight of the eleven requests are consistent with the 5YPPs for their respective categories; and

WHEREAS, The requests for Golden Gate Bridge Highway and Transportation District's Gangway and Piers—State of Good Repair, the Bay Area Rapid Transit District's (BART's) BART Station Bicycle Parking and Access Improvements, and the Transportation Authority's Streets and Freeways Study require concurrent 5YPP amendments as detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$1,470,529 in Prop K sales tax funds for eight requests, with conditions, and appropriating \$490,000 in Prop K Funds for three requests, as described in Attachment 3 and



detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation and appropriation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2018/19 budget to cover the proposed actions; and

WHEREAS, At its September 26, 2018 meeting, the Citizens Advisory Committee was briefed on the subject requests and adopted a motion of support for the staff recommendation; and

RESOLVED, That the Transportation Authority hereby amends the Prop K 5YPPs for the Ferry, Bicycle Circulation/Safety and Transportation Demand Management categories, as detailed in the enclosed allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$1,470,529 in Prop K sales tax funds for eight requests, with conditions, and appropriates \$490,000 in Prop K funds for three requests, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation and appropriation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan and Strategic Plan, as well as the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the



Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the Prop K Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.

Attachments:

1. Summary of Applications Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summaries – FY 2018/19

Enclosure:

Prop K/Prop AA Allocation Request Forms (9 – two contain both an allocation and an appropriation)



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 23rd day of October, 2018, by the following votes:

Ayes: Commissioners Brown, Cohen, Kim, Mandelman, Peskin, Safai, Stefani, Tang and Yee (9)

Absent: Commissioners Fewer and Ronen (2)

Aaron Peskin *11-9-18*

Aaron Peskin Date
Chairperson

ATTEST: *Tilly Chang* *11/10/18*

Tilly Chang Date
Executive Director

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			District(s)	
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested		
Prop K	9	GGBHTD	Gangway and Piers - State of Good Repair	\$ 150,000	\$ 1,440,000	95%	90%	Construction	3	
Prop K	30	SFMTA	45th and Lincoln Intersection Improvements [NTIP Capital]	\$ 100,000	\$ 213,938	83%	53%	Construction	4	
Prop K	39	SFCTA, SFMTA	Yerba Buena Island Hillcrest Road/Treasure Island Road Bike Path	\$ 250,000	\$ 250,000	28%	0%	Planning	6	
Prop K	39	BART	BART Station Bicycle Parking and Access Improvements	\$ 550,000	\$ 1,080,820	28%	49%	Construction	3, 6, 8, 9	
Prop K	39	SFMTA	Bicycle Safety Education and Outreach	\$ 90,529	\$ 90,529	28%	0%	Construction	Citywide	
Prop K	39	SFMTA	Youth Bicycle Safety Education	\$ 90,000	\$ 90,000	28%	0%	Construction	Citywide	
Prop K	43	SFCTA	Streets and Freeways Study	\$ 150,000	\$ 901,432	54%	83%	Planning	Citywide	
Prop K	44	SFMTA, SFCTA	San Francisco Transit Corridors Study	\$ 420,000	\$ 1,290,500	40%	67%	Planning	Citywide	
Prop K	44	SF Planning	22nd Street Station Study	\$ 160,000	\$ 544,975	40%	71%	Planning	10	
TOTAL					\$ 1,960,529	\$ 5,902,194	54%	67%		

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).

Attachment 1: Summary of Applications Received

- ² Acronyms: BART (Bay Area Rapid Transit District); GGBHTD (Golden Gate Bridge Highway and Transportation District); SFCFTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SF Planning (San Francisco Planning Department).
- 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
9	GGBHTD	Gangway and Piers - State of Good Repair	\$150,000	Project will replace the hydraulic ramps and repair the floats at the San Francisco Ferry Terminal. Improvements will replace failing components and extend the service life of the docking/boarding facilities until they are reconstructed in 2024.
30	SFMTA	45th and Lincoln Intersection Improvements [N TIP Capital]	\$100,000	Improve pedestrian safety and accessibility into Golden Gate Park by converting a painted safety zone on the north side of the intersection of 45th Avenue and Lincoln Way into a raised concrete bulbout, which would also involve constructing 3 new curb ramps and relocating 1 catch basin. Once these features are in place (anticipated by March 2019), a new crosswalk will be opened on the east leg of the intersection, increasing access to the Golden Gate Park Boat Playground.
39	SFCTA, SFMTA	Yerba Buena Island Hillcrest Road/Treasure Island Road Bike Path	\$250,000	Requested funds would be used for the planning phase for a new bicycle/pedestrian facility that would extend from the existing Bay Bridge East Span bicycle/pedestrian landing on Yerba Buena Island to the proposed new ferry terminal on the west side of Treasure Island. Transportation Authority staff would work with a consultant prepare a Project Concept Plan, which will enable the project to advance to environmental review and approval. This request includes funding (\$10,000) for SFMTA staff to review and assess the conceptual plans. Project Concept Plan will be done by fall 2019.
39	BART	BART Station Bicycle Parking and Access Improvements	\$550,000	Improve bicycle parking and access at the 16th St Mission, 24th St Mission, Civic Center, and Embarcadero BART stations. Improvements include: 1) additional bicycle parking at the 16th St Mission and 24th St Mission BART stations, 2) stair channels at the 24th St Mission, Civic Center and Embarcadero BART stations, and 3) bike station modernization and reconfiguration at the Embarcadero and Civic Center BART stations. All locations will be open for use by March 2020.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
39	SFMTA	Bicycle Safety Education and Outreach	\$90,529	Requested funds would support a 12-month contract (January 2019 - December 2019) for the SFMTA's bicycle safety education and outreach program with the goal of encouraging more people to bicycle and to do so safely. The scope includes participation at outreach events such as farmer's markets and open streets events to introduce bicycling and bicycle safety to various communities. The contractor will also conduct over 40 bicycle safety education classes for adults and youth. Materials will be translated into Spanish, Chinese, and Filipino.
39	SFMTA	Youth Bicycle Safety Education	\$90,000	Between January 2019 and June 2019, conduct a series of two-week in-school bicycle safety physical education classes at 6 middle schools and high schools and at 3 elementary schools in the San Francisco Unified School District (SFUSD). SFMTA estimates that classes will reach approximately 430 students in sixth and ninth grade, and 210 students in second grade. SFMTA will work with SFUSD to identify school sites based on factors including but not limited to high rates of free/reduced lunch and availability of on-site teaching staff that would continue the program in future years.
43	SFCTA	Streets and Freeways Study	\$150,000	The Streets and Freeways Study (SFS) is part of Phase 2 of the ConnectSF citywide long-range transportation planning program. It will identify projects and policies to help meet the current and future travel needs on San Francisco's streets and freeways. The SFS will consider freeway redesign, pricing, HOV (carpool)/HOT lanes and goods movement. The SFS will also develop street typologies to help inform modal priorities (e.g. bike street). The recommendations will feed into the next countywide transportation plan. Work will be completed by March 2020.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
44	SFMTA, SFCTA	San Francisco Transit Corridors Study	\$420,000	The Transit Corridors Study (TCS) is part of Phase 2 of the ConnectSF citywide long-range transportation planning program. The study will identify and prioritize the next generation of transit investments for San Francisco that will feed into the next countywide transportation plan. The TCS will develop local project concepts to a conceptual level of detail, including operational concepts, service plans and cross-sections. It will also identify and develop alignments most appropriate for regional corridors to a level that allows City staff to inform and actively shape regional studies and transportation modeling. Prop K funds will match a Priority Development Area grant, with \$320,000 for the TCS technical consultant, managed by the SFMTA, and \$100,000 for the ConnectSF Phase 2 public engagement consultant, managed by SFCTA . The TCS is scheduled to be completed by March 2020.
44	SF Planning	22nd Street Station Study	\$160,000	Analyze and make recommendations regarding the relocation or substantial reconstruction of the Caltrain 22nd Street Station. The station will serve the proposed Pennsylvania Avenue alignment connecting the Caltrain/future high speed rail alignment with the new Transbay Transit Center. Project benefits include improving multi-modal access, pedestrian safety, and station design and access. Prop K funds will leverage a Priority Development Area grant from the MTC. Work will begin in early 2019 and be complete by December 2020.
TOTAL			\$1,960,529	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
9	GGBHTD	Gangway and Piers - State of Good Repair	\$ 150,000	5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingency on a concurrent 5YPP amendment to the Ferry category to reprogram \$150,000 in FY2014/15 funds from the GGBHTD Gangways and Piers Project (full reconstruction) to the subject project. Full reconstruction will advance in the 2019 5YPP.
30	SFMTA	45th and Lincoln Intersection Improvements [NTIP Capital]	\$ 100,000	
39	SFCTA, SFMTA	Yerba Buena Island Hillcrest Road/Treasure Island Road Bike Path	\$ 250,000	
39	BART	BART Station Bicycle Parking and Access Improvements	\$ 550,000	5YPP Amendment: Recommendation is contingent upon an amendment to the Bicycle Circulation and Safety 5YPP to reprogram FY 2014/15 funds to the subject project: \$151,000 from the 16th/Mission Bike Station, \$151,000 from the 24th/Mission Bike Station, and \$248,000 from the Glen Park Bike Station. BART determined during the conceptual planning phase that the bike station projects were unfeasible in the space-constrained 16th/Mission and 24th/Mission stations, and that the anticipated demand for a bike station at Glen Park station has not materialized.
39	SFMTA	Bicycle Safety Education and Outreach	\$ 90,529	
39	SFMTA	Youth Bicycle Safety Education	\$ 90,000	Deliverables include providing updates to the CAC and Board at key milestones prior to finalizing associated deliverables.
43	SFCTA	Streets and Freeways Study	\$ 150,000	5YPP Amendment: Recommendation is contingent upon a concurrent amendment to the Transportation Demand Management/ Parking Management 5YPP to reprogram \$150,000 from the WalkFirst Data Refresh project to the subject project. See attached 5YPP amendment for details.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
44	SFMTA, SFCTA	San Francisco Transit Corridors Study	\$ 420,000	Deliverables include providing updates to the CAC and Board at key milestones prior to finalizing associated deliverables.
44	SF Planning	22nd Street Station Study	\$ 160,000	<p>Special Conditions: 1) Reimbursement is conditioned upon execution of a project charter with the project partners that specifies roles and responsibilities that shall include but is not limited to Transportation Authority participation on a project technical advisory committee or equivalent that reviews and comments on deliverables prior to their being finalized.</p> <p>2) The project team will cooperate with the Transportation Authority's project oversight team and provide open-door access, including participation in consultant progress meetings and technical advisory committee meetings.</p> <p>3) SF Planning shall provide presentations to the Transportation Authority's Citizens Advisory Committee and Board concurrent with the three planned public meetings.</p>
TOTAL			\$1,960,529	

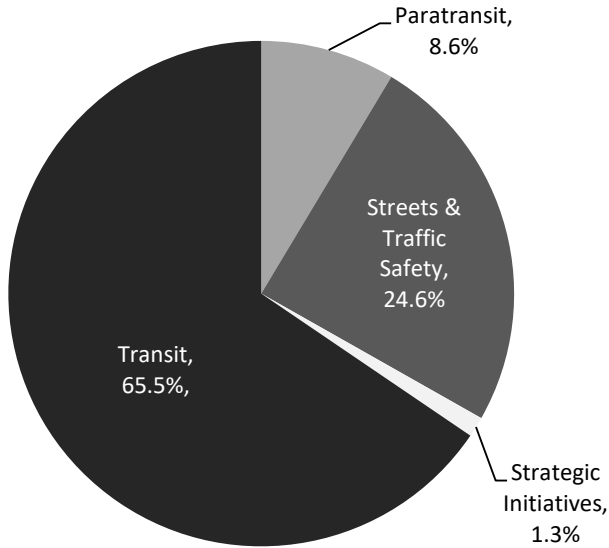
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2018/19**

PROP K SALES TAX							
	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24
Prior Allocations	\$ 41,659,163	\$ 34,782,060	\$ 5,734,344	\$ 967,025	\$ 175,734	\$ -	\$ -
Current Request(s)	\$ 1,960,529	\$ 770,529	\$ 1,110,000	\$ 80,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 43,619,692	\$ 35,552,589	\$ 6,844,344	\$ 1,047,025	\$ 175,734	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2018/19 allocations and appropriations approved to date, along with the current recommended allocation(s).

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



Prop K Investments To Date

