



Memorandum

Date: 08.27.14

RE: Citizens Advisory Committee
September 9, 2014

To: Citizens Advisory Committee

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

Subject: **ACTION** – Adopt a Motion of Support for Allocation of \$2,585,414 in Prop K Funds, with Conditions, and Appropriation of \$928,415 in Prop K Funds, with Conditions, for Eight Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have eight requests totaling \$3,513,829 in Prop K funds to present to the Citizens Advisory Committee (CAC) for approval. This includes several high priority projects that are in our Fiscal Year 2014/15 agency work program and several projects of high interest by the CAC. Specifically, we have two San Francisco Municipal Transportation Agency (SFMTA) requests: final design for Van Ness Bus Rapid Transit (\$1,594,280) and construction funds for the Persia Triangle project (\$200,685). The latter builds upon recommendations from the Transportation Authority's Mission-Geneva Neighborhood Transportation Plan, refined by more recent community input obtained under Planning Department leadership. It also has funding from a prior Lifeline Transportation Program grant awarded by the Transportation Authority. The Department of Public Works has requested \$701,034 for street repair and cleaning equipment. Finally, we are requesting appropriations for the Quint-Jerrold Road Contracting and Workforce Development Strategy (\$89,000); Bayshore Multimodal Facility Location Study (\$28,830), which includes funds for SFMTA and our staff participation in this Planning Department-led effort; Bay Area Transit Core Capacity Study (\$450,000); San Francisco Freeway Corridor Management Study (\$300,000); and Neighborhood Transportation Improvement Planning Predevelopment/Program Support (\$150,000), which includes funds for SFMTA and our staff. The last three requests are based on recommendations from the San Francisco Transportation Plan (SFTP). Freeway corridor management was found to be a top performing project in Plan Bay Area and the need to address demand for more transit capacity and connectivity to the rapidly growing core San Francisco job centers was noted in Plan Bay Area and the SFTP. These two proposed studies are timed to inform San Francisco's input into the Plan Bay Area update. **We are seeking a motion of support for the allocation of \$2,585,414 in Prop K funds, with conditions, and appropriation of \$928,415 in Prop K funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

BACKGROUND

We have received eight requests for a combined total of \$3,513,829 in Prop K funds to present to the Citizens Advisory Committee (CAC) at the September 3, 2014 meeting, for potential Board approval on September 23, 2014. As shown in Attachment 1, the requests come from the following Prop K categories:

- Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network
- Relocation of Paul Street Caltrain Station to Oakdale
- Visitacion Valley Watershed
- Street Repair and Cleaning Equipment
- Transportation Demand Management/Parking Management
- Transportation/Land Use Coordination

Our recommendation for the Prop K request from the San Francisco Municipal Transportation Agency (SFMTA) for the Van Ness Bus Rapid Transit (BRT) project is conditioned upon Transportation

Authority Board approval of the 2014 Prop K BRT/Transit Preferential Streets/MUNI Metro Network 5-Year Prioritization Program (5YPP). We are anticipating Transportation Authority Board adoption of the 2014 5YPP for that category on September 23 at the same time that this allocation is considered. The Board has already approved the 2014 5YPP for the remaining Expenditure Plan categories listed above.

The purpose of this memorandum is to present the Prop K requests to the CAC, and to seek a motion of support for the allocation and appropriation of these funds, with conditions.

DISCUSSION

Attachment 1 summarizes the eight 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.

This particular group of allocations and appropriations includes several high priority projects and advances key recommendations stemming from the 2013 San Francisco Transportation Plan (SFTP), as well as including several projects of high interest by the CAC. For instance, the Bay Area Transit Core Capacity Study (\$450,000 in Prop K funds); San Francisco Freeway Corridor Management Study (\$300,000 in Prop K funds); and Neighborhood Transportation Improvement Planning (NTIP) Predevelopment/Program Support (\$150,000) are based on recommendations from the SFTP, which was adopted by the Transportation Authority Board in December 2013. As part of approving the 2014 Prop K 5YPPs, the Board has approved \$1.1 million in funding for \$100,000 for neighborhood planning grants in each supervisorial district in the next five years. The draft NTIP Planning Grant guidelines are the subject of a separate information item on the September 3 CAC agenda. The current Prop K allocation/appropriation requests for **NTIP predevelopment/program support** will enable SFMTA and Transportation Authority staff to work closely with Transportation Authority Board members to identify potential NTIP planning projects, develop scopes, schedules, budgets and implementation plans leading to grant award.

The **Bay Area Transit Core Capacity Study** and **San Francisco Freeway Corridor Management Study (SF FCMS)** are multi-agency, collaborative efforts that build on recommendations from the SFTP and Plan Bay Area. The Bay Area Transit Core Capacity Study is intended to evaluate and prioritize short-, medium- and long-term transit investments and strategies to address existing and forecast transit capacity constraints in the core of the region. It will focus on identifying a package of investments that expand transit capacity and connectivity to rapidly growing core San Francisco job centers. Its focus will be on the Transbay Corridor and the Muni Metro rail network.

The SF FCMS initiates a planning process to look at ways to increase the operational efficiency and person throughput of San Francisco's freeways by considering technology and signage/striping, as well as converting existing general purpose travel lanes to carpool or transit lanes, and/or managed (express) lanes. It will provide inputs and priorities from San Francisco into parallel freeway management plans at both the state and regional level. This was a SFTP recommendation and one of the highest performing projects in Plan Bay Area.

The SF FCMS and the Transit Core Capacity Study will inform the development of the update to Plan Bay Area, which kicked off this summer.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests. Transportation Authority staff and project sponsors will attend the CAC meeting to provide brief

presentations on some of the specific requests and to respond to any questions that the CAC may have.

We are seeking a motion of support for the allocation of \$2,585,414 in Prop K funds, with conditions and appropriation of \$928,415 in Prop K funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

ALTERNATIVES

1. Adopt a motion of support for the allocation of \$2,585,414 in Prop K funds, with conditions, and appropriation of \$928,415 in Prop K funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.
2. Adopt a motion of support for the allocation of \$2,585,414 in Prop K funds, with condition, and appropriation of \$928,415 in Prop K funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

As detailed in Attachment 2 and the enclosed Allocation Request Forms, this action would allocate and appropriate \$3,513,829 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

Adopt a motion of support for the allocation of \$2,585,414 in Prop K funds, with conditions, and appropriation of \$928,415 in Prop K funds, with conditions, for eight 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 (8)

Attachment 1: Summary of Applications Received

							Prop K Leveraging		Phase(s) Requested	District
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)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	1	SFMTA	Van Ness Bus Rapid Transit	\$ 1,594,280	\$ -	\$ 10,228,000	82%	84%	Design	2,3,5,6
Prop K	14	SFCTA	Quint-Jerrold Connector Road Contracting and Workforce Development Strategy	\$ 89,000	\$ -	\$ 514,000	70%	83%	Design	10
Prop K	27	SFCTA/ SFMTA	Bayshore Multimodal Facility Location Study	\$ 28,830	\$ -	\$ 442,788	68%	93%	Planning	10
Prop K	35	DPW	Street Repair and Cleaning Equipment	\$ 701,034	\$ -	\$ 701,034	29%	0%	Procurement	Citywide
Prop K	43	SFCTA	Bay Area Transit Core Capacity Study	\$ 450,000	\$ -	\$ 3,150,000	54%	86%	Planning	Citywide
Prop K	43	SFCTA	San Francisco Freeway Corridor Management Study	\$ 300,000	\$ -	\$ 600,000	54%	50%	Planning	5, 6, 8, 9, 10, 11
Prop K	44	SFMTA	Persia Triangle Transit Improvements	\$ 200,685	\$ -	\$ 1,075,400	40%	81%	Construction	11
Prop K	44	SFCTA/ SFMTA	NTIP Predevelopment/ Program Support	\$ 150,000	\$ -	\$ 150,000	40%	0%	Planning	Citywide
TOTAL				\$ 3,513,829	\$ -	\$ 16,861,222	70%	79%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2009 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 DPW (Department of Public Works), 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
1	SFMTA	Van Ness Bus Rapid Transit	\$ 1,594,280	\$ -	Prop K funds will match Federal Small Starts and other local funds to fully fund the \$10.2 million detailed design phase of the Van Ness Bus Rapid Transit (BRT) project. It includes finalizing drawings and specifications for bidding the construction contract, updating cost estimates and construction schedules, and public outreach activities. The BRT project includes dedicated bus lanes, low floor boarding, consolidated transit stops, high-quality stations, traffic signal optimization, transit signal priority, fewer left-turn pockets, pedestrian safety enhancements, on platform fare payment, and improved streetscape and lighting. Design is anticipated to be completed by June 2015, with construction beginning in 2016 and ending in 2018. SFMTA will perform the work, with up to \$50,000 available for the SFCTA to implement the Mitigation Monitoring and Reporting Plan.
14	SFCTA	Quint-Jerrold Connector Road Contracting and Workforce Development Strategy	\$ 89,000	\$ -	Prop K funds will be used for workforce development strategy refinement, workforce needs analysis, potential contractor identification, and outreach events. Based on community and Board input, the intent is to maximize access to opportunities on both the City's connector road and Caltrain's Quint Street rail bridge projects for local workers as well as local, small and disadvantaged contractors. The outreach strategy is expected to be complete by November 2014.
27	SFCTA/ SFMTA	Bayshore Multimodal Facility Location Study	\$ 28,830	\$ -	This planning study will consider the feasibility and impacts and/or benefits of relocating the Caltrain Bayshore station either to the north or to the south from its current location on the border of San Francisco and Brisbane. The purpose of relocating and redesigning the station is to transform it into an intermodal hub – connecting Bus Rapid Transit (BRT), light rail transit (LRT), local bus service, and pedestrian/bicycle access – which will help to achieve a range of policy goals for the southeast neighborhoods of San Francisco, the city at-large, and the region. The study team is led by the San Francisco Office of Community Investment and Infrastructure (OCII) and includes the San Francisco Planning Department (SF Planning), the SFMTA, and the SFCTA. The total project budget includes a \$392,000 Priority Development Area (PDA) Grant to SFMTA, \$21,958 in general funds from SF Planning, and a total of \$28,830 in Prop K funds. The Prop K funds will be used for SFCTA and SFMTA staff time as part of the planning study and are part of the required local match to the PDA funds. A final report is expected to be completed by December 2015.

Attachment 2: Brief Project Descriptions ¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
35	DPW	Street Repair and Cleaning Equipment	\$ 701,034	\$ -	Prop K funds will be used to procure two air sweepers and contribute additional funds to procure a mechanical sweeper broom. The latter piece of equipment was included in the scope of a July 2013 Prop K allocation for street repair and cleaning equipment, but costs for several scope items were higher than expected and additional funds are needed to fully fund the sweeper broom. DPW expects to complete procurement of all equipment by June 2015.
43	SFCTA	Bay Area Transit Core Capacity Study	\$ 450,000	\$ -	The proposed study is a five agency partnership led by the Metropolitan Transportation Commission (MTC) in partnership with SFCTA, SFMTA, BART, and AC Transit. The study, which stems from analyses conducted for the San Francisco Transportation Plan and Plan Bay Area, is intended to evaluate and prioritize short-, medium- and long-term transit investments and strategies to address existing and forecast transit capacity constraints in the core of the region. It will focus on identifying a package of investments that expand transit capacity and connectivity to rapidly growing core San Francisco job centers. Its focus will be on the Transbay Corridor and the Muni Metro rail network. Planning is anticipated to be completed by March 2017 in order to inform the Plan Bay Area update. The funding plan for the \$3 million effort includes an anticipated \$2 million federal Transportation Investment Generating Economic Recovery (TIGER) planning grant and \$1 million in total contributions from other partner agencies (including \$300,000 from SFCTA). The Prop K request also includes \$150,000 to cover SFCTA staff time. Other partner agencies will similarly cover their own staff costs for the study.
43	SFCTA	San Francisco Freeway Corridor Management Study	\$ 300,000	\$ -	This study (SF FCMS) was identified in the San Francisco Transportation Plan as one of five priority implementation strategies. Freeway corridor management was also found to be one of the highest performing projects in Plan Bay Area. The study will examine strategies to increase the operational efficiency and person throughput of San Francisco's freeways by considering technology and signage/stripping, as well as converting existing general purpose travel lanes to carpool or transit lanes, and/or managed (express) lanes. It will provide inputs and priorities from San Francisco into parallel freeway management plans at both the state and regional level. The study has two phases. Phase 1 will refine the purpose and need and identify goals, objectives and opportunities. Phase 2, which is partially funded by a \$300,000 Caltrans Partnership Planning grant, will develop the freeway corridor management vision. Planning is anticipated to be completed by March 2017.

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	Persia Triangle Transit Improvements	\$ 200,685	\$ -	Prop K funds will be used to construct bulb-outs and sidewalk extensions, install traffic signal upgrades and new pedestrian street lights, and realign the Alemany and Ocean intersection in the Persia Triangle area, which is bounded by Mission Street, Ocean Avenue, and Persia Avenue. Construction will be coordinated with a DPW paving project and is anticipated to be completed by June 2015. Prop K funds will leveraged Lifeline Transportation Program funds (approved by SFCTA in 2008) and SFMTA revenue bonds. The scope was developed through meetings with the community and Supervisor Avalos's staff in 2013 and builds upon recommendations from the Mission-Geneva Neighborhood Transportation Plan (adopted by the SFCTA in 2007).
44	SFCTA/ SFMTA	NTIP Predevelopment/ Program Support	\$ 150,000	\$ -	Prop K funds will be used for FY 2014/15 predevelopment/program support for the Neighborhood Transportation Improvement Program (NTIP) Planning Grants. The NTIP has two components: a planning component to fund planning efforts in each Supervisorial district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. Requested Prop K funds would enable SFCTA and SFMTA staff to work with District Supervisors to support efforts to identify, scope, and develop an implementation approach for proposed NTIP Planning Grants. The draft guidelines are the subject of a separate information item on the agenda for the CAC's September 3 meeting.
TOTAL			\$ 3,513,829	\$ -	

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
1	SFMTA	Van Ness Bus Rapid Transit	\$ 1,594,280	\$ -	2014 5-Year-Proritization Program (5YPP) Adoption: Allocation of funds for this project is contingent upon Transportation Authority Board approval of the BRT/Transit Preferential Streets/MUNI Metro Network. The Board will consider adoption of this 5YPP on September 23.
14	SFCTA	Quint-Jerrold Connector Road Contracting and Workforce Development Strategy	\$ 89,000	\$ -	
27	SFCTA/ SFMTA	Bayshore Multimodal Facility Location Study	\$ 28,830	\$ -	
35	DPW	Street Repair and Cleaning Equipment	\$ 701,034	\$ -	
43	SFCTA	Bay Area Transit Core Capacity Study	\$ 450,000	\$ -	Federal TIGER grant announcements are anticipated this September. If the \$2 million TIGER grant application is unsuccessful, the scope of the consultant effort will be reduced from \$3 million to \$1 million to fit within the local funds available. MTC has already advertised for consultant services and has asked partner agencies to make funds available to the project by the end of September in order to support award of the consultant contract in October.
43	SFCTA	San Francisco Freeway Corridor Management Study	\$ 300,000	\$ -	At the end of Phase 1 (anticipated in January 2015), SFCTA staff will present the refined SF FCMS purpose and need, goals and objectives to the Board for approval, informing Phase 2 of the study.
44	SFMTA	Persia Triangle Transit Improvements	\$ 200,685	\$ -	
44	SFCTA/ SFMTA	NTIP Predevelopment/ Program Support	\$ 150,000	\$ -	
TOTAL			\$ 3,513,829	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 4.
Prop K FY 2014/15 Capital Budget¹

				Cash Flow Distribution				
EP #	Sponsor	Project Name	Total	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				
Transit Subtotal			\$ 45,949,230	\$ 36,125,774	\$ 5,598,456	\$ 4,225,000	\$ -	\$ -
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	DPW	West Portal Ave and Quintara St. Pavement Renovation	\$ 3,002,785	\$ 2,402,228	\$ 600,557			
35	DPW	Street Repair and Cleaning Equipment	\$ 701,034	\$ 350,517	\$ 350,517			
37	DPW	Public Sidewalk Repair	\$ 492,200	\$ 492,200				
39	SFMTA	Twin Peaks Connectivity	\$ 23,000	\$ 19,866	\$ 3,134			
42	DPW	Tree Planting and Maintenance	\$ 1,000,000	\$ 1,000,000				
Streets and Traffic Safety Subtotal			\$ 5,219,019	\$ 4,264,811	\$ 954,208	\$ -	\$ -	\$ -
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		
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				
TSM/Strategic Initiatives Subtotal			\$ 1,178,231	\$ 717,889	\$ 360,342	\$ 100,000	\$ -	\$ -
TOTAL			\$ 62,045,310	\$ 50,797,804	\$ 6,922,506	\$ 4,325,000	\$ -	\$ -

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

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
Prior Allocations	\$ 58,531,481	\$ 48,423,190	\$ 5,883,291	\$ 4,225,000	\$ -	\$ -
Current Request(s)	\$ 3,513,829	\$ 2,374,614	\$ 1,039,215	\$ 100,000	\$ -	\$ -
New Total Allocations	\$ 62,045,310	\$ 50,797,804	\$ 6,922,506	\$ 4,325,000	\$ -	\$ -

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