



Memorandum

Date: May 16, 2019
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 6/11/2019 Board Meeting: Allocate \$4,629,783 in Prop K Sales Tax Funds, with Conditions, for Seven Requests and Appropriate \$100,000 in Prop K Funds for One Request

RECOMMENDATION Information Action

Allocate \$1,672,975 in Prop K funds to the Bay Area Rapid Transit District (BART) for one request:

1. Powell Station Modernization (\$672,975)
2. Embarcadero Station: New Northside Platform Elevator (\$1,000,000)

Allocate \$1,640,597 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for four requests:

3. Rehabilitation of 5 Vintage Streetcars (\$1,075,597)
4. District 7 FY19 Participatory Budgeting Priorities [NTIP Capital] (\$255,000)
5. Lake Merced Bikeway Feasibility [NTIP Capital] (\$150,000)
6. 7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital] (\$160,000)

Allocate \$1,316,211 in Prop K funds to San Francisco Public Works (SFPW) for one request:

7. Great Highway Erosion and Drainage Repair

Appropriate \$100,000 in Prop K funds for one request:

8. NTIP Program Coordination

SUMMARY

We are presenting seven requests totaling \$4,729,783 in Prop K funds to the Board for approval. Attachment 1 lists the requests, including requested phase(s) and supervisorial district(s) for each project. Attachment 2 provides a brief description of each project. Attachment 3 contains the staff recommendations. Attached to the last allocation form on page 96 of the enclosure, is a list with the status of all the projects funded through Cycle 1 of the Neighborhood Transportation Improvement Program (NTIP) and the remaining Cycle 1 funds that will carryforward to Cycle 2 for each district. Cycle 2 covers Fiscal Years 2019/20 through 2023/24. The NTIP Planning Guidelines are included on page 98 of the enclosure for reference.

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contracts
- Other:

DISCUSSION

Attachment 1 summarizes the subject allocation 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 includes a brief description of each project. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is enclosed, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

FINANCIAL IMPACT

The recommended action would allocate \$4,629,783 and appropriate \$100,000 in Prop K funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the approved Fiscal Year (FY) 2019/20 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations, appropriations, and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the proposed FY 2019/20 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.

CAC POSITION

The CAC will be briefed on this item at its May 22, 2019 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

Attachment 4 – Prop K Allocation Summaries – FY 2019/20

Enclosure – Prop K/AA Allocation Request Forms (8)

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		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	8	BART	Powell Station Modernization	\$ 672,975	\$ 14,550,000	90%	93%	Construction	3, 6
Prop K	12, 17M	SFMTA	Rehabilitation of 5 Vintage Streetcars	\$ 1,075,597	\$ 16,750,000	83%	71%	Construction	Citywide
Prop K	20U	BART	Embarcadero Station: New Northside Platform Elevator	\$ 1,000,000	\$ 13,250,000	90%	92%	Construction	3, 6
Prop K	26	SFPW	Great Highway Erosion and Drainage Repair	\$ 1,316,211	\$ 1,316,211	86%	0%	Design, Construction	7
Prop K	31	SFMTA	District 7 FY19 Participatory Budgeting Priorities [NTIP Capital]	\$ 255,000	\$ 555,000	26%	54%	Design, Construction	7
Prop K	39	SFMTA	Lake Merced Bikeway Feasibility [NTIP Capital]	\$ 150,000	\$ 150,000	28%	0%	Planning	7
Prop K	40	SFMTA	7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital]	\$ 160,000	\$ 160,000	25%	0%	Design, Construction	6
Prop K	44	SFCTA	NTIP Program Coordination	\$ 100,000	\$ 100,000	40%	0%	Planning	Citywide
TOTAL				\$ 4,729,783	\$ 46,831,211	86%	81%		

Footnotes

- ¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 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).
- ² Acronyms: BART (Bay Area Rapid Transit); SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)
- 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
8	BART	Powell Station Modernization	\$672,975	Comprehensive station reconfiguration to improve station function, safety, security, passenger circulation, capacity, sustainability, and appearance. Project components include the relocation of ticket vending machines, wayfinding and transit maps, expanded paid area, fare evasion barriers, new fare gates, and relocation of existing facilities such as the operator break room. BART anticipates that the project will be open for use by June 2021.
12, 17M	SFMTA	Rehabilitation of 5 Vintage Streetcars	\$1,075,597	Request is the first \$1.08 million of a total of \$4.9 million in planned Prop K allocations for rehabilitation of five Vintage historic streetcars to like-new condition. Project will upgrade major electrical and mechanical systems, and ensure that the vehicles meet Americans with Disabilities Act requirements. The rehabilitation and associated system enhancements will improve safety, reliability, and service, and keep the Vintage vehicles operational for an additional 25 years. SFMTA expects the last of the five streetcars to be in revenue service by Summer 2024.
20U	BART	Embarcadero Station: New Northside Platform Elevator	\$1,000,000	Funds will leverage \$2 million in One Bay Area Grant funds approved by the Board in September 2017 for a new elevator on the north side of the Embarcadero Station between the BART platform and the mezzanine area. Project also includes expanding the paid area to include the new elevator and dedicating the existing elevator for Muni use only. If an elevator is out of service, the second elevator will be made available for both Muni and BART patrons. Project is scheduled to be open for use by December 2021.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
26	SFPW	Great Highway Erosion and Drainage Repair	\$1,316,211	Requested funds are for the design and construction phases of improvements on the Great Highway between Sloat and Skyline to address drainage and erosion issues and prevent future damage to the road. This project will preserve the existing traffic configuration of two northbound lanes and one southbound lane, and implement asphalt overlay, asphalt removal, and drainage improvements to improve the resiliency of the roadway from future erosion. While the project does not abandon the southbound lane, the project does not prevent the future closure of the southbound lane which is required to be taken for implementation of the Recreation and Park Department's South Ocean Beach Multi-use Trail project in summer 2020, following completion of the subject Erosion and Drainage Repair project.
31	SFMTA	District 7 FY19 Participatory Budgeting Priorities [NTIP Capital]	\$255,000	Design and construction of traffic calming and pedestrian safety measures at various locations in Supervisorial District 7, as prioritized through the Fiscal Year 2018/19 Participatory Budgeting process. See page E7-57 of the enclosure for locations. Measures include speed humps, rectangular rapid flashing beacons, continental crosswalks, speed radar signs, striping and signage. The SFMTA expects that all of the measures will be open for use by December 2020.
39	SFMTA	Lake Merced Bikeway Feasibility [NTIP Capital]	\$150,000	Feasibility study for installing bike facilities around Lake Merced Park. The SFMTA will evaluate two options: extending or rerouting the existing multi-use path into a grassy area along the south edge of the lake to be designated for bicycles only; and installing a bike facility on Lake Merced Boulevard that connects with existing bike facilities on John Muir Drive and the larger San Francisco bike network. The SFMTA anticipates that the final report, including key findings, quick build and long term recommendations, next steps and a funding strategy, will be done by June 2020.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
40	SFMTA	7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital]	\$160,000	Implement quick and effective safety measures at five intersections on the High Injury Network in South of Market where the 7th Street and 8th Street freeway on- or off-ramps intersect city streets, as recommended by the SFCTA's Freeway Ramp Intersection Safety Study (Phase 2). Measures include continental crosswalks, pedestrian safety zones/refuges, pavement markings, upgraded signage, and leading pedestrian interval signal improvements. Specific locations: 7th St. (midblock)/I-80 eastbound off-ramp; 7th St./Bryant St./I-80 eastbound off-ramp; 7th St./Harrison St./I-80 westbound on-ramp; 8th St./Bryant St./I-80 eastbound off-ramp; and 8th St. (midblock)/I-80 westbound off-ramp. SFMTA anticipates the project will be open for use by June 2020.
44	SFCTA	NTIP Program Coordination	\$100,000	Ongoing coordination, oversight, and support for the Neighborhood Transportation Improvement Program (NTIP), including working with commissioners and key stakeholders to identify, develop, and support delivery of NTIP planning and capital projects. See page E7-98 of the enclosure for the list and status of Cycle 1 NTIP projects, as well as the amount of Cycle 1 funds, by district, that will carryforward to Cycle 2, which covers the five year period starting July 1, 2019.
TOTAL			\$4,729,783	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
8	BART	Powell Station Modernization	\$ 672,975	Fulfills intent to allocate \$672,975 in Fiscal Year 2019/20 funds, approved by the Board on September 25, 2018.
12, 17M	SFMTA	Rehabilitation of 5 Vintage Streetcars	\$ 1,075,597	5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent upon concurrent amendment to the Vehicles-Muni 5YPP to reprogram \$700,788 from the Replace 30 30-foot Hybrid Diesel Motor Coaches project to the subject project. See attached 5YPP amendment for details.
20U	BART	Embarcadero Station: New Northside Platform Elevator	\$ 1,000,000	
26	SFPW	Great Highway Erosion and Drainage Repair	\$ 1,316,211	<p>The Transportation Authority is recommending a multi-phase allocation because of the straightforward nature of the scope and the short duration of design. SFPW is intending to start construction promptly to address drainage and erosion ahead of the next rainy season.</p> <p>Special Condition: \$1,210,914 in Prop K funds for construction are placed on reserve to be released by Transportation Authority staff after receipt of evidence of environmental clearance and completion of final design.</p>

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
31	SFMTA	District 7 FY19 Participatory Budgeting Priorities [NTIP Capital]	\$ 255,000	<p>The Transportation Authority is recommending a multi-phase allocation to avoid the loss of NTIP funds that are available through the end of the fiscal year.</p> <p>Special Condition: \$140,000 in Prop K funds for construction are placed on reserve to be released by Transportation Authority staff after receipt of evidence of environmental clearance and completion of final design, as confirmed by the District Supervisor, and an updated construction schedule. Funds may be released prior to July 2020 to allow SFMTA to implement elements of the project (e.g. speed radar signs) that may be designed prior to July 2020.</p> <p>Recommended allocation is from the New Signals and Signs category, and will be used for the rectangular rapid flashing beacons and speed radar signs elements of the project.</p>
39	SFMTA	Lake Merced Bikeway Feasibility [NTIP Capital]	\$ 150,000	
40	SFMTA	7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital]	\$ 160,000	<p>The Transportation Authority is recommending a multi-phase allocation to avoid the loss of NTIP funds that are available through the end of the fiscal year.</p> <p>Special Condition: \$121,300 in Prop K funds for construction are placed on reserve to be released by Transportation Authority staff after receipt of evidence of environmental clearance and completion of final design, as confirmed by the District Supervisor, and an updated construction schedule.</p>
44	SFCTA	NTIP Program Coordination	\$ 100,000	
TOTAL			\$4,729,783	

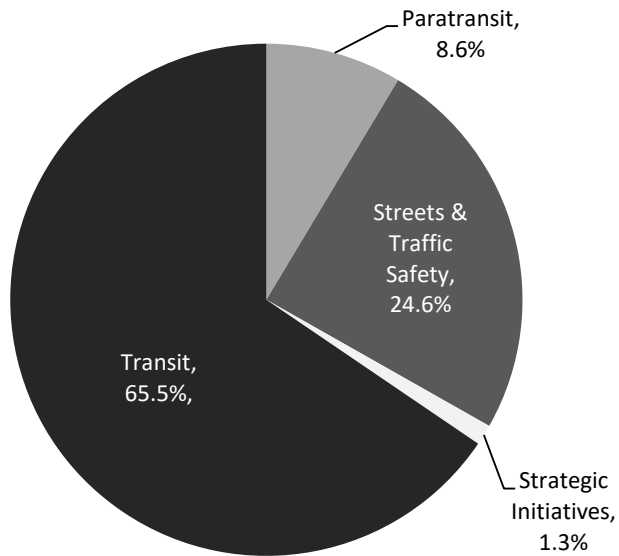
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2019/20**

PROP K SALES TAX								
	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ -							
Current Request(s)	\$ 4,729,783	\$ 2,541,436	\$ 1,938,347	\$ 250,000	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 4,729,783	\$ 2,541,436	\$ 1,938,347	\$ 250,000	\$ -	\$ -	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2019/20 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

