



RESOLUTION APPROVING A FUND EXCHANGE OF \$3,366,000 IN ONE BAY AREA GRANT FUNDS FROM THE JOHN YEHALL CHIN ELEMENTRAY SAFE ROUTES TO SCHOOL PROJECT (JOHN YEHALL CHIN PROJECT) WITH AN EQUIVLANT AMOUNT OF PROP K FUNDS FROM THE BETTER MARKET STREET PROJECT AND ALLOCATE \$3,802,000 IN PROP K FUNDS, INCLUDING THE EXCHANGE FUNDS, WITH CONDITIONS, TO THE JOHN YEHALL CHIN PROJECT

WHEREAS, On July 25, 2017, the Transportation Authority approved \$3,366,000 in federal One Bay Area Grant (OBAG) Cycle 2 funds from the Metropolitan Transportation Commission (MTC) for the construction phase of the John Yehall Chin Project and as part of the 2019 Prop K 5-Year Prioritization Program updates, also approved programming of \$436,000 to the project to match the OBAG funds and fully fund construction; and

WHEREAS, Federal OBAG funds come with a number of requirements, including strict timely-use-of-funds requirements established by the MTC with the intent of encouraging timely project delivery and avoiding loss of federal funds to the region; and

WHEREAS, The John Yehall Chin Project is currently at 95% design and San Francisco Public Works (SFPW) is ready to advertise the construction contract in September 2019; and

WHEREAS, Due to a prolonged process in obtaining right-of-way certification from Caltrans, the agency that oversees projects with federal highway funds like OBAG, the project is nearly 12 months behind schedule; and

WHEREAS, The extended process caused SFPW to miss the January 31, 2019 regional fund obligation deadline for the OBAG funds, putting the funds at risk of being lost to the city; and

WHEREAS, We have been working with SFPW and MTC staff to keep the OBAG funds in San Francisco and to enable the John Yehall Chin Project to advance; and



WHEREAS, The proposed fund exchange will benefit the John Yehall Chin Project because it would be de-federalized, able to complete right-of-way certification more quickly, and meet its construction schedule to have the project open for use by December 2020; and

WHEREAS, The Better Market Street project is currently in the environmental review phase, with final certification of NEPA (federal environmental review) anticipated in Winter 2019; and

WHEREAS, The \$15 million BUILD grant that was recently awarded to the project would have triggered the need to switch to the Federal Transit Administration (FTA) as NEPA lead, causing delays to the project; and

WHEREAS, Adding the OBAG funds, which are administered by the Federal Highway Administration, to the project would enable SFPW to retain Caltrans as the lead agency for federal environmental review of the project as originally planned, avoiding unnecessary delays to environmental clearance; and

WHEREAS, The \$3,366,000 in OBAG funds will be programmed in Fiscal Year 2020/21 for the construction phase of the Better Market Street project, with a regional obligation deadline of January 31, 2021; and

WHEREAS, SFPW is requesting that the Board concurrently allocate the \$3,366,000 in Prop K exchange funds to the John Yehall Chin Project along with the \$436,000 in Prop K funds previously programmed as the match to the OBAG funds, for a total request of \$3,802,000; and

WHEREAS, The recommended allocation is conditioned upon Transportation Authority Board and MTC Commission approval of the proposed fund exchange, with MTC Commission approval anticipated in September 2019; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$3,802,000 in Prop K funds, with conditions, for the John Yehall Chin Project, as described in Attachment 3 and detailed in the attached allocation request form, which includes the



staff recommendation for required deliverables, timely use of funds requirements, special conditions, and the Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2019/20 budget to cover the proposed action; and

WHEREAS, At its June 26, 2019 meeting, the Citizens Advisory Committee was briefed on and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves a fund exchange of \$3,366,000 in OBAG funds from the John Yehall Chin Project with an equivalent amount of Prop K funds from the Better Market Street project; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$3,802,000 in Prop K funds, including the exchange funds, with conditions, to the John Yehall Chin Project; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels and prioritization methodologies established in the Prop K Expenditure Plan, the Prop K Strategic Plan, and the relevant 5-Year Prioritization Program (5YPP); 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 Schedule detailed in the attached allocation request form; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum 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 SFPW to comply with applicable law and adopted Transportation Authority policies and execute a Standard Grant Agreement to that



effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, SFPW 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 5YPP are hereby amended, as appropriate; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to MTC and all other relevant agencies and interested parties.

Attachments:

1. Summary of Applications Received
2. Project Description
3. Staff Recommendations
4. Prop K Allocation Summaries – FY 2019/20
5. Prop K/AA Allocation Request Form

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	22U, 38	SFPW	John Yehall Chin Elementary Safe Routes to School	\$ 3,802,000	\$ 3,802,000	76%	0%	Construction	3
TOTAL				\$ 3,802,000	\$ 3,802,000	76%	0%		

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: 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	Prop AA Funds Requested	Project Description
22U, 38	SFPW	John Yehall Chin Elementary Safe Routes to School	\$3,802,000	\$ -	Requested funds will fund the construction phase for pedestrian safety improvements at five intersections in the vicinity of John Yehall Chin Elementary School. The scope includes corner curb extensions at the following locations: southeast and southwest corners of Kearny St and Bush St; northwest corner of Kearny St and Jackson St; southeast and southwest corners of Pacific Ave and Stockton St; northwest and southeast corners of Battery St and Washington Ave; and northwest corner of Pacific Ave and Battery St. SFMTA selected these intersections based on the potential to improve walking conditions, proximity to the school, and location on the High Injury Network. Curb extensions will reduce vehicle speeds, provide additional pedestrian space at corners, increase visibility, shorten crossing distances, and improve visibility for the 30 percent of the student population who currently walk to school. SFPW expects the project to be open for use by December 2020.
TOTAL			\$3,802,000	\$0	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
22U, 38	SFPW	John Yehall Chin Elementary Safe Routes to School	\$ 3,802,000	\$ -	<p>Special Condition: The recommended allocation is conditioned upon Board and MTC Commission approval of a dollar-for-dollar Prop K/One Bay Area Grant fund exchange between John Yehall Chin and Better Market Street. MTC Commission approval is anticipated on September 25, 2019.</p> <p>5-Year Prioritization Program (5YPP) Amendment: Recommendation is contingent upon amendment of the Guideways - Undesignated 5YPP to add the John Yehall Chin project with \$3,366,000 in Fiscal Year 2019/20 funds from Better Market Street. See attached 5YPP amendment for details.</p>
TOTAL			\$3,802,000	\$0	

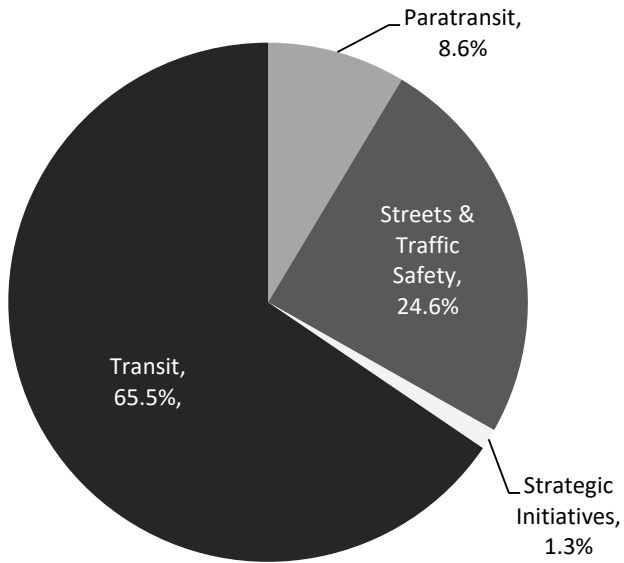
¹ See Attachment 1 for footnotes.

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

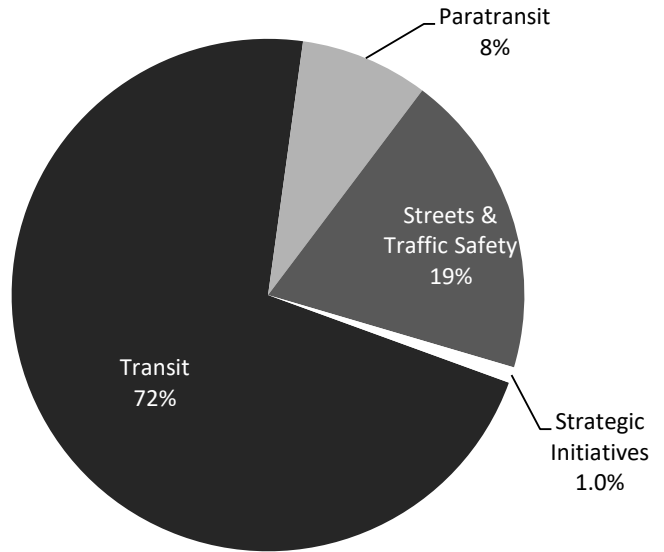
PROP K SALES TAX							
	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	\$ 410,000	\$ 319,340	\$90,660	\$0	\$0	\$ -	\$ -
Current Request(s)	\$ 3,802,000	\$ 1,500,000	\$ 2,302,000	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 4,212,000	\$ 1,819,340	\$ 2,392,660	\$ -	\$ -	\$ -	\$ -

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



San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	John Yehall Chin Elementary Safe Routes to School
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Guideways - Undesignated, Traffic Calming
Current Prop K Request:	\$3,802,000
Supervisory District(s):	District 03

REQUEST

Brief Project Description

Improve safety, increase visibility and shorten crossing distances for pedestrians and bicyclists traveling to and from John Yehall Chin Elementary School. SFPW will install curb extensions at the following intersections: southeast and southwest corners of Kearny/Bush; northwest corner of Kearny/Jackson; southeast and southwest corners of Pacific/Stockton; northwest and southeast corners of Battery/Washington; and northwest corner of Pacific/Battery.

Detailed Scope, Project Benefits and Community Outreach

The John Yehall Chin Elementary Safe Routes to School project seeks to improve the safety and convenience of walking, bicycling, and taking transit for both students traveling to and from the school and others living and working in the surrounding neighborhood. The school neighborhood includes areas with the highest population and employment density in San Francisco.

SFPW will install pedestrian improvements at the following intersections, selected based on the potential to improve walking conditions, proximity to the school, and location on the High Injury Network. These curb extensions, locations at the intersections shown below, will reduce vehicle speeds, provide additional pedestrian space at corners, increase visibility, shorten crossing distances, and improve visibility for the 30 percent of the student population who currently walk to school.

1. Kearny and Bush - curb extensions at southeast and southwest corners
2. Kearny and Jackson - curb extension at northwest corner
3. Pacific and Stockton - curb extensions at southeast and southwest corners
4. Battery and Pacific - curb extension at northwest corner
5. Battery and Washington - curb extensions at northwest and southeast corners

SFMTA has estimated that 148,500 pedestrians use the selected intersections every day.

The project will enable infrastructure investments that improve pedestrian safety and walkability and will also include required work to support the installation of curb extensions, some of which require sub-sidewalk basement structural work. Sub-sidewalk basements structural conditions vary greatly across the city, with some roofs of a sub-sidewalk basement doubling as sidewalks. As such, curb ramp installation on a sub-sidewalk basement may necessitate expensive structural work, waterproofing, and unknown expenses related to the basements' being private property.

A Walk Audit was held at John Yehall Chin Elementary School in December 2013. Participants included representatives from the SFMTA, the Department of Public Health, and the school administration. The Walk Audit team observed students walking and bicycling to school as well as passenger drop-off. Following the observation, a number of improvements were discussed. Implementation has already begun on the most straightforward recommendations from the outreach meeting, such as increased enforcement and re-timing loading zone restrictions. Locations were selected based on their proximity to student paths of travel to the school, as identified during the community outreach process, location on the pedestrian High Injury Network and proximity to significant pedestrian generators. As part of the federal environmental review (NEPA)

process, the project team presented at a Parent-Teacher Association meeting in April 2015 and the attendees were supportive of the project. In addition to reaching out to the school community, the project team engaged with neighborhood members.

Proposed Prop K/One Bay Area Grant (OBAG) 2 fund exchange with Better Market Street:

On July 25, 2017, the Board approved \$3.366 million in federal OBAG 2 funding from the Metropolitan Transportation Commission (MTC) for John Yehall Chin Elementary Safe Routes to School. The Board then programmed \$436,000 in Prop K local match funds in the 2019 5-Year Prioritization Program. The John Yehall Chin project is currently at 95% design and is about 12 months behind schedule. The project delay is primarily due to new Caltrans processes for the right-of-way certification that is required for projects funded through the Federal Highway Administration (FHWA). There has been a lengthy review by new Caltrans staff of documentation and an associated learning about the complexity of working in downtown San Francisco, where multiple jurisdictions (9 different utilities) have assets in the right-of-way and typically share poles, pull boxes, etc. The corresponding delays in SFPW obtaining the right-of-way certification from Caltrans, which has been pending since January of 2019, has caused the project to miss MTC's federal fund obligation deadlines for FY 2018/19 OBAG funds, putting the funds at risk of being lost to the project and to San Francisco.

In order to help meet project timelines for the John Yehall Chin project and keep the OBAG funds for San Francisco, Transportation Authority staff has worked with SFPW to propose a dollar-for-dollar fund exchange of \$3.366 million in John Yehall Chin OBAG funds with Better Market Street Prop K funds from the Guideways - Discretionary category. This fund exchange will help SFPW avoid further delays to the school project and allow the project team to start working towards 100% design. SFPW anticipates advertising the construction contract in September 2019. Better Market Street would be held harmless by the proposed fund exchange from a funding perspective, and the exchange would benefit the environmental phase of the project by confirming Caltrans as the lead agency for federal environmental review.

This fund exchange requires approval by the SFCTA Board, expected July 2019, and the MTC Commission, expected September 2019.

Project Location

Kearny Street at Bush Street, Kearny Street at Jackson Street, Pacific Avenue and Battery Street, Stockton Street and Pacific Avenue, Battery Street and Washington Avenue

Project Phase(s)

Construction

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
Prop K 5YPP Amount:	\$3,802,000
Justification for Necessary Amendment	
To fully fund this project, San Francisco Public Works is requesting an OBAG-Prop K fund exchange and associated 5YPP amendment to the Guideways - Discretionary category to add the John Yehall Chin project in Fiscal Year 2019/20 with \$3,366,000 in Prop K funds from Better Market Street.	

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	John Yehall Chin Elementary Safe Routes to School
Grant Recipient:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Jul-Aug-Sep	2014	Apr-May-Jun	2015
Environmental Studies (PA&ED)	Jul-Aug-Sep	2015		
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2016	Jul-Aug-Sep	2019
Advertise Construction	Jul-Aug-Sep	2019		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2019		
Operations				
Open for Use			Oct-Nov-Dec	2020
Project Completion (means last eligible expenditure)			Apr-May-Jun	2021

SCHEDULE DETAILS

Public Works' standard construction outreach procedures, which include 30-day and 10-day notices to residents and property owners within project limits, and coordination with affected local businesses and property owners of sub-sidewalk basements.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	John Yehall Chin Elementary Safe Routes to School
Grant Recipient:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Guideways - Undesignated	\$3,366,000	\$0	\$0	\$3,366,000
PROP K: Traffic Calming	\$0	\$436,000	\$0	\$436,000
Phases in Current Request Total:	\$3,366,000	\$436,000	\$0	\$3,802,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$3,366,000	\$436,000	\$40,000	\$3,842,000
ACTIVE TRANSPORTATION PROGRAM	\$0	\$0	\$358,000	\$358,000
Funding Plan for Entire Project Total:	\$3,366,000	\$436,000	\$398,000	\$4,200,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$40,000	\$0	Actual cost
Environmental Studies (PA&ED)	\$21,000	\$0	Actual cost
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$337,000	\$0	Actuals and cost to complete
Construction	\$3,802,000	\$3,802,000	Engineer's estimate at 95% design
Operations	\$0	\$0	
Total:	\$4,200,000	\$3,802,000	

% Complete of Design:	95.0%
As of Date:	05/28/2019
Expected Useful Life:	15 Years

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor	
1. Contract						
Traffic Routing, Mobilization, Waste Disposal	\$ 540,560				\$ 540,560	
Curb Ramp Concrete Work	\$ 268,058				\$ 268,058	
Sewer Work	\$ 155,500				\$ 155,500	
Structural Work (Subsidewalk Basement Related)	\$ 975,560				\$ 975,560	
Signal Work	\$ 245,680				\$ 245,680	
Auxiliary Water Supply System Work	\$ 27,950				\$ 27,950	
Subtotal	\$ 2,213,308				\$ 2,213,308	
2. Contract Contingency ¹	\$ 663,992	30%	\$ 663,992			
3. Construction Management ²	\$ 442,662	20%	\$ 442,662			
4. Construction Support ³	\$ 221,331	10%	\$ 221,331			
5. MTA Construction Support	\$ 215,502	10%	\$ 215,502			
7. Other Direct Costs ⁴	\$ 45,206		\$ 45,206			
TOTAL CONSTRUCTION PHASE	\$ 3,802,000		\$ 1,373,191	\$ 215,502	\$ 2,213,308	

¹With projects with sub-sidewalk basements, the cost estimate can change significantly as design advances from 95% to 100%. Also, the current highly competitive bid environment makes cost estimates more uncertain. The 30% contingency is needed until all the structural and utility relocation scopes are finalized and actual bid prices are received.

²Construction management includes the full-service construction management staffing to ensure the project is completed in conformance with the plans and specs. This includes a full-time inspector, resident engineer, office engineer, and other support staff.

³Construction support is required because of the specialized disciplines involved in curb ramps with sub-sidewalk basement work, including streets and highways engineers, structural engineers, hydraulics and electrical engineers, traffic signal shop support, and utility relocation inspectors. In addition, public affairs staff will engage with property owners to ensure the project team has access to the basement and property owner are kept informed throughout the process.

⁴Other direct costs include printing services, relocation of fire alarms, and utility relocation work related to sub-sidewalk basements.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	John Yehall Chin Elementary Safe Routes to School
Grant Recipient:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$3,802,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$3,802,000	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	John Yehall Chin Elementary Safe Routes to School - EP 22U
Sponsor:	Department of Public Works	Expiration Date:	12/31/2021
Phase:	Construction	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-122U	\$0	\$1,173,000	\$2,193,000	\$0	\$0	\$3,366,000

Deliverables

1. Quarterly progress reports shall provide the percent complete for each location and the percent complete for the overall project, in addition to all other requirements described in the Standard Grant Agreement (SGA). With the first quarterly progress report, provide 2-3 photos of typical before conditions. For every quarter during which project construction activities are happening, provide 2-3 photos of work being performed and work completed.

Special Conditions

1. Allocation of funds from the Guideways - Undesignated category is conditioned upon Board approval of the dollar-for-dollar Prop K/OBAG 2 fund exchange and associated amendment to the Guideways - Undesignated 5YPP to add John Yehall Chin Safe Routes to Schools project with \$3,366,000 in Fiscal Year 2019/20 funds from Better Market Street. See attached 5YPP amendment for details.
2. Allocation is contingent upon MTC Commission approval of the Prop K/OBAG 2 fund exchange, anticipated September 25, 2019.
3. SFPW may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$3,366,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).

Notes

1. On June 18, 2019, Transportation Authority staff approved a waiver to the Prop K policy prohibiting advertisement of contracts funded with Prop K prior to allocation by the Authority Board for the subject project. SFPW has indicated that it plans to advertise the construction contract in September 2019, possibly before MTC Commission approval of the proposed Prop K/OBAG 2 fund exchange, in order to avoid any further delays to the project and to immediately begin the contract procurement process once the project reaches 100% design.

SGA Project Number:		Name:	John Yehall Chin Elementary Safe Routes to School - EP 38
Sponsor:	Department of Public Works	Expiration Date:	12/31/2021
Phase:	Construction	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24 +	Total
PROP K EP-138	\$0	\$327,000	\$109,000	\$0	\$0	\$0	\$436,000

Deliverables

1. Quarterly progress reports shall provide the percent complete for each location and the percent complete for the overall project, in addition to all other requirements described in the Standard Grant Agreement (SGA). With the first quarterly progress report, provide 2-3 photos of typical before conditions. For every quarter during which project construction activities are happening, provide 2-3 photos of work being performed and work completed.

Special Conditions

1. SFPW may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$436,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	8.52%	No Prop AA

San Francisco County Transportation Authority Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	John Yehall Chin Elementary Safe Routes to School
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$3,802,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
OQ

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Marcia Camacho	Oscar Quintanilla
Title:	Assistant Project Manager	Capital Budget Analyst
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2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Guideways - Undesignated Category (EP 22U)
Programming and Allocations to Date
 Pending July 23, 2019 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
PCJPB	Caltrain Electrification	CON	Programmed	\$4,912,000					\$4,912,000
SFPW, SFMTA	Better Market Street (Central Subway/ OBAG2 exchange)	PS&E	Programmed	\$12,614,000					\$12,614,000
SFPW	John Yehall Chin Elementary Safe Routes to School (OBAG2 exchange) ¹	CON	Pending	\$3,366,000					\$3,366,000
SFMTA	L-Taraval Transit Enhancements (Segment B)	CON	Programmed	\$4,055,032					\$4,055,032
Total Programmed in 2019 5YPP				\$24,947,032	\$0	\$0	\$0	\$0	\$24,947,032
Total Allocated and Pending				\$3,366,000	\$0	\$0	\$0	\$0	\$3,366,000
Total Unallocated				\$21,581,032	\$0	\$0	\$0	\$0	\$21,581,032
Total Programmed in 2019 Strategic Plan				\$24,947,032					\$24,947,032
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

¹ 5YPP Amendment to fund the John Yehall Chin Elementary Safe Routes to School (OBAG2 exchange) project (Res. 19-XXX, 7/23/2019).

Better Market Street (Central Subway/ OBAG2 exchange): Reduced from \$15,980,000 to \$12,614,000 in FY2019/20 as part of a dollar-for-dollar fund exchange with John Yehall Chin Elementary Safe Routes to School OBAG 2 funds.

John Yehall Chin Elementary Safe Routes to School (OBAG exchange): Added project with \$3,366,000 in FY2019/20 for construction. Allocation is conditioned upon MTC Commission approval of the proposed OBAG 2 fund exchange (anticipated September 2019).

Memorandum

Date: June 28, 2019
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 07/09/2019 Board Meeting: Approve a Fund Exchange of \$3,366,000 in One Bay Area Grant Funds from the John Yehall Chin Elementary Safe Routes to School Project (John Yehall Chin Project) with an Equivalent Amount of Prop K Funds from the Better Market Street Project and Allocate \$3,802,000 in Prop K Funds, Including the Exchange Funds, with Conditions, to the John Yehall Chin Project

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none">• Approve a fund exchange of \$3,366,000 in One Bay Area Grant (OBAG) funds from the John Yehall Chin Project with an equivalent amount of Prop K funds from the Better Market Street project• Allocate \$3,802,000 in Prop K funds, including the exchange funds, to the John Yehall Chin Project, with conditions <p>SUMMARY</p> <p>The John Yehall Chin Project is currently at 95% design and San Francisco Public Works (SFPW) is ready to advertise the construction contract in September 2019. Due to a prolonged process in obtaining right-of-way certification from Caltrans, the agency that oversees projects with federal highway funds like OBAG, the project is nearly 12 months behind schedule. This caused SFPW to miss the January 31, 2019 regional fund obligation deadline, putting \$3.366 million in OBAG funds at risk of being lost to the project and to the city. We have been working with SFPW and Metropolitan Transportation Commission (MTC) staff to keep the OBAG funds in San Francisco. The subject fund exchange would accomplish this and benefit both projects. The John Yehall Chin Project would be de-federalized, able to complete right-of-way certification more quickly, and meet its construction schedule. SFPW's Better Market Street project would benefit by receiving OBAG funds, which would enable SFPW to retain Caltrans as the lead agency for federal environmental review of the project as originally planned, avoiding unnecessary delays to environmental clearance. The recommended action also includes allocating Prop K funds for construction of the John Yehall Chin Project, including the exchange funds and \$436,000 in existing Prop K programming.</p>	<ul style="list-style-type: none"><input checked="" type="checkbox"/> Fund Allocation<input checked="" type="checkbox"/> Fund Programming<input type="checkbox"/> Policy/Legislation<input type="checkbox"/> Plan/Study<input type="checkbox"/> Capital Project Oversight/Delivery<input type="checkbox"/> Budget/Finance<input type="checkbox"/> Contract/Agreement<input type="checkbox"/> Other: <hr/>
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DISCUSSION

Background.

On July 25, 2017, the Board approved \$3.366 million in federal OBAG Cycle 2 funds from the MTC for the construction phase of the John Yehall Chin Project. As part of the 2019 Prop K 5-Year Prioritization Program updates, the Board also approved programming of \$436,000 to the project to match the OBAG funds and fully fund construction. A brief description of the project is provided in Attachment 2 with additional details on the scope, schedule, cost and funding plan found in the Prop K allocation request form included as Attachment 5 to this memo.

Federal OBAG funds come with a number of requirements, including strict timely-use-of-funds requirements established by the MTC with the intent of encouraging timely project delivery and avoiding loss of federal funds to the region.

Proposed OBAG/Prop K Fund Exchange.

According to SFPW, the John Yehall Chin Project delay is primarily due to new Caltrans processes for the right-of-way certification that is required for projects funded through the Federal Highway Administration. There has been lengthy review by new Caltrans staff of documentation and an associated learning curve about the complexity of working in downtown San Francisco, where multiple jurisdictions (9 different utilities) have assets in the right-of-way and typically share poles, pull boxes, etc. This extended process caused SFPW to miss the January 31, 2019 obligation deadline for the OBAG funds for the project, putting the funds at risk of being lost to the project and to San Francisco. This fund exchange will help SFPW avoid further delays to the project by de-federalizing the project and enabling the project team to complete design and advertise the construction contract in September 2019. If the fund exchange is approved, SFPW anticipates that the project would be open for use by December 2020.

The Better Market Street project is currently in the environmental phase and recently completed the public review period of the draft Environmental Impact Report. SFPW expects final certification of CEQA (state environmental review) documents to be completed in Fall 2019, and anticipates final certification of NEPA (federal environmental review) documents in Winter 2019. The \$15 million federal BUILD grant that was recently awarded to the project, which includes the new F- Loop streetcar turnaround along McAllister Street and Charles J. Brenham Place, would have triggered the need to switch to the Federal Transit Administration (FTA) as NEPA lead, causing delays to the project. Adding the OBAG funds, which are administered by the Federal Highway Administration, to the project would enable SFPW to retain Caltrans as NEPA lead consistent with funding guidelines. Thus, SFPW is supportive of the fund exchange as it will enable them to avoid unnecessary delays to federal environmental clearance.

The \$3,366,000 in OBAG funds will be programmed in Fiscal Year 2020/21 for the construction phase of the Better Market Street project, with a regional obligation deadline of January 31, 2021. We will closely monitor the Better Market Street project to ensure the OBAG deadline is met.

See Item #10 on this meeting agenda for a comprehensive update on Better Market Street.

MTC staff have indicated that they will likely recommend support for the exchange, but they may add some conditions in light of the missing the regional obligation deadline.

Prop K Allocation Request: for the John Yehall Chin Project.

SFPW is requesting that the Board concurrently allocate the \$3.366 million in Prop K exchange funds to the school project along with the \$436,000 in Prop K funds previously programmed as the match to the OBAG funds, for a total request of \$3,802,000. The recommended allocation is conditioned upon Transportation Authority Board and MTC Commission approval of the proposed fund exchange. We anticipate that the MTC Commission will consider the item in September 2019.

FINANCIAL IMPACT

The recommended action would allocate \$3,802,000 in Prop K funds. The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedule contained in the attached Allocation Request Form.

Attachment 4 shows the approved Fiscal Year 2019/20 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amount that is the subject of this memorandum.

Sufficient funds are included in the proposed Fiscal Year 2019/20 budget to accommodate the recommended action. 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 was briefed on this item at its June 26, 2019 meeting and unanimously adopted a motion of support for the staff recommendation.

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
- Attachment 5 – Prop K/AA Allocation Request Form