



RESOLUTION ALLOCATING \$1,881,211 IN PROP K SALES TAX FUNDS, WITH CONDITIONS, FOR FOUR REQUESTS AND APPROPRIATING \$100,000 IN PROP K FUNDS FOR ONE REQUEST

WHEREAS, The Transportation Authority received five requests for a total of \$1,981,211 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 sought funds from the following Prop K Expenditure Plan categories: Great Highway Erosion Repair, New Signals & Signs, Bicycle Circulation/ Safety, Pedestrian Circulation/ Safety, 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, All of the requests are consistent with the relevant 5YPPs for their respective categories; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$1,881,211 in Prop K sales tax funds, with conditions, for four requests and appropriating \$100,000 in Prop K funds for one request, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation 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 proposed Fiscal Year 2019/20 budget to cover the proposed actions; and



WHEREAS, At its May 22, 2019 meeting, the Citizens Advisory Committee was briefed on the subject requests along with two Prop K requests from the Bay Area Rapid Transit District (BART) for station improvement projects and one Prop K request from the San Francisco Municipal Transportation Agency (SFMTA) for Rehabilitation of 5 Vintage Streetcars, and severed and delayed consideration of BART's request for Powell Station Modernization pending an explanation from BART regarding the projects' high construction management costs, and unanimously adopted a motion of support for the remaining six requests; and

WHEREAS, Subsequently, Transportation Authority staff withdrew both BART requests for station improvement projects to allow more time to assess the requests, which have similarly high construction management costs, before bringing them back to the Citizens Advisory Committee and then Board; and

WHEREAS, Transportation Authority and SFMTA staff have agreed to delay the Board's consideration of the Rehabilitation of 5 Vintage Streetcars project to provide more time to develop an enhanced oversight protocol for SFMTA revenue vehicles, which was included as a special condition in the allocation request; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$1,881,211 in Prop K funds, with conditions, and appropriates \$100,000 in Prop K funds, 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 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 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. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2019/20

Enclosure:


Prop K/Prop AA Allocation Request Forms (5)



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 25th day of June, 2019, by the following votes:

Ayes: Commissioners Fewer, Haney, Mandelman, Mar, Peskin, Ronen, Stefani, Walton and Yee (9)

Absent: Commissioners Brown and Safai (2)


 7-3-19

Aaron Peskin

Date

Chairperson

ATTEST:

 7/8/19

Tilly Chang

Date

Executive Director

Attachment 1: Summary of Applications Received

						Leveraging			
Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)
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				\$ 1,981,211	\$ 2,281,211	62%	13%		

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: 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
26	SFPW	Great Highway Erosion and Drainage Repair	\$1,316,211	Requested funds are for design and construction 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. This is a change from SFPW's original intention to reconfigure the existing northbound lanes into a northbound/southbound configuration using previously allocated Prop K funds and Federal Emergency Relief funds. However, Caltrans obligated the federal funds before SFPW was ready to request allocation and they were lost to the project. Thus, SFPW rescope the project to fit within the remaining funds. 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.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
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.
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 96 of the enclosure for the status of all Cycle 1 NTIP projects, including pending requests, as well as the amount of Cycle 1 funds, by district, that will carryforward to Cycle 2. NTIP Cycle 2 funds cover the five year period starting July 1, 2019. See page E7-98 of the enclosure for the NTIP Planning Guidelines.
TOTAL			\$1,981,211	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
26	SFPW	Great Highway Erosion and Drainage Repair	\$ 1,316,211	<p>We are 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>We are 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>We are 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			\$1,981,211	

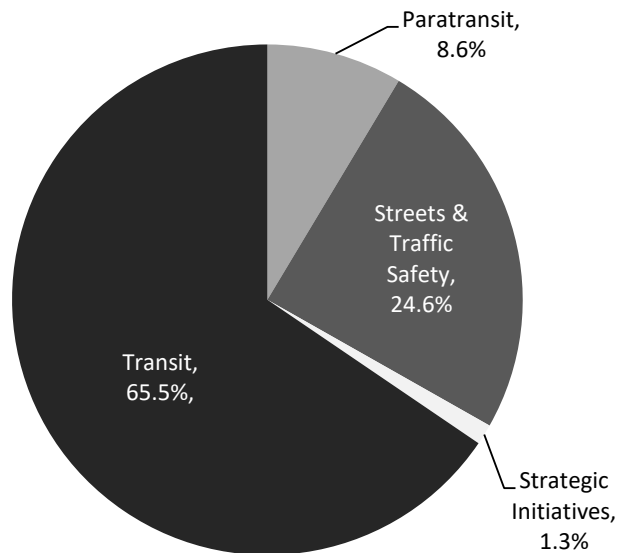
¹ See Attachment 1 for footnotes.

**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)	\$ 1,981,211	\$ 1,553,637	\$ 427,574	\$ -	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 1,981,211	\$ 1,553,637	\$ 427,574	\$ -	\$ -	\$ -	\$ -	\$ -

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

