



RESOLUTION ALLOCATING \$870,000, WITH CONDITIONS, AND APPROPRIATING \$5,700,000 IN PROP K SALES TAX FUNDS FOR 6 REQUESTS

WHEREAS, The Transportation Authority received six requests for a total of \$6,570,000 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Downtown Extension to a Rebuilt Transbay Terminal; Caltrain Capital Improvement Program; Street Resurfacing, Rehabilitation and Maintenance; and Transportation/ Land Use Coordination; and

WHEREAS, As required by the voter-approved Expenditure Plan, 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, The adopted Prop K Strategic plan has funds programmed in the Downtown Extension to a Rebuilt Transbay Terminal category, which has no 5YPP requirement; and

WHEREAS, Four of the six requests are consistent with the Prop K Strategic Plan and/or 5YPPs for their respective categories; and

WHEREAS, The Prop K Strategic Plan establishes that all remaining funds for the DTX to a Rebuilt Transbay Terminal, beyond those already programmed for Phase 1, shall be for construction of Phase 2 (DTX); and

WHEREAS, The proposed appropriation for the Pennsylvania Avenue Extension Pre-environmental project requires a policy exception to appropriate \$1.1 million in Prop K funds programmed for construction of the DTX (Phase 2) to the planning phase in Fiscal Year 2019/20 in order to perform alternatives analysis, scope development and stakeholder outreach; and

WHEREAS, In December 2018 the Board approved a Prop K/SB 1 Local Partnership Program (LPP) fund exchange with San Francisco Public Works street resurfacing projects for the US 101/I-280 Managed Lanes Project, now called the 101/280 Carpool and Express Lane



Project, pending the outcome of Prop 6 on the state ballot, which would have repealed the SB 1 revenues that fund the LPP; and

WHEREAS, With the defeat of Prop 6 Transportation Authority staff has requested that the approved Prop K funds be programmed and appropriated for the 101/280 Carpool and Express Lane project, requiring amendments to the Strategic Plan and the Street Resurfacing, Rehabilitation, and Maintenance 5YPP to advance \$4.1 million from the outyears of the Prop K program to FY 2019/20; and

WHEREAS, The requested Strategic Plan amendment would result in an increase of 0.06% (\$1,711,806) to the assumed level of financing costs for the Prop K program as a whole over its 30-year life; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$870,000, with conditions, and appropriating \$5,700,000 in Prop K funds, 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 approved Fiscal Year 2019/20 budget to cover the proposed actions; and

WHEREAS, At its October 23, 2019 meeting, the Citizens Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; now, therefore let it be

RESOLVED, That the Transportation Authority hereby amends the 2019 Prop K Strategic Plan to advance \$4,100,000 in Prop K funds from Fiscal Years 2029/30 and 2030/31 to Fiscal Year 2019/20, with a corresponding amendment to the Street Resurfacing, Rehabilitation, and Maintenance 5YPP, as detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$870,000, with conditions, and appropriates \$5,700,000 in Prop K funds, with conditions, 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, Strategic Plan, and 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 Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary - FY 2019/20

Enclosure:

Allocation Request Forms (6)

Attachment 1: Summary of Requests 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	5	SFCTA	Pennsylvania Avenue Extension Pre-environmental	\$ 1,600,000	\$ 1,600,000	86%	0%	Planning	6, 10
Prop K	7	PCJPB	22nd Street ADA Study	\$ 350,000	\$ 350,000	69%	0%	Planning	10
Prop K	7	PCJPB	Major Initiatives - Major Stations and Terminals - Planning and Development	\$ 380,000	\$ 2,000,000	69%	81%	Planning	6, 10
Prop K	7	PCJPB	Major Initiatives Corridor-wide Grade Separation Study	\$ 60,000	\$ 5,000,000	69%	99%	Planning	6, 10
Prop K	34	SFCTA	101/280 Carpool and Express Lane	\$ 4,100,000	\$ 7,000,000	79%	41%	Environmental	6, 9, 10
Prop K	44	SFMTA	Hyde Street Safety	\$ 80,000	\$ 380,000	40%	79%	Planning	6
TOTAL				\$ 6,570,000	\$ 16,330,000	74%	60%		

Attachment 1: Summary of Requests Received

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: PCJPB (Peninsula Counties Joint Powers Board); SFCTA (San Francisco County Transportation Authority); 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 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
5	SFCTA	Pennsylvania Avenue Extension Pre-environmental	\$1,600,000	<p>The Downtown Rail Extension (DTX) will extend Caltrain and future California High-Speed Rail service from the existing 4th and King railyard to the Salesforce Transit Center. The Pennsylvania Avenue Extension (PAX) has been endorsed by Mayor Breed and the SFCTA Board as the preferred route for the DTX to continue south from 4th and King via tunnel along Pennsylvania Avenue to avoid at-grade crossing conflicts with 16th Street, a major east-west travel corridor serving Mission Bay, and Mission Bay Drive. PAX will improve vehicular and pedestrian safety by separating train movements from surface traffic at multiple crossings where Caltrain currently runs through San Francisco at grade, and will allow the re-connection of various city streets that are now truncated by the rail alignment. This request will fund the initiation of the PAX development process by performing pre-environmental analyses and scoping work, along with public outreach. We expect the resulting Project Initiation Document to be complete by June 2021.</p>
7	PCJPB	22nd Street ADA Study	\$350,000	<p>Requested by Commissioner Walton, this request will fund a feasibility study for Americans with Disabilities Act (ADA) improvements at the 22nd Street station in San Francisco so that it is compliant with the ADA in terms of street to platform access. The study will explore ramps, elevators, or a combination of these along with associated improvements such as lighting and utilities. A community stakeholder committee will be established in consultation with Commissioner Walton's office to enable input at key points in the study. Caltrain expects to complete the final report by October 2020.</p>
7	PCJPB	Major Initiatives - Major Stations and Terminals - Planning and Development	\$380,000	<p>This project will further define future Caltrain maintenance and storage needs at existing sites (e.g. 4th & King in San Francisco and the Central Equipment and Maintenance Facility in San Jose) as well as options for potential sizing and siting of new or supplemental facilities at both the north and south ends of the system. This will include analyses of long term storage and maintenance needs at the north end of the system and their potential spatial configuration across combinations of various possible sites and geographies (e.g. 4th & King, Salesforce Transit Center, potential new facilities). The final report is expected to be done by December 2021. This work builds on recommendations from the Caltrain Business Plan.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
7	PCJPB	Major Initiatives Corridor-wide Grade Separation Study	\$60,000	This effort will lead to development of a corridor-wide grade separation policy, advancing the recommendations of the Caltrain Business Plan. The policy will include goals, objectives, and prioritization criteria for grade separations and best practice resources for grade separations projects from planning through implementation. The effort will be informed by existing and future conditions analysis of existing grade crossings and by robust stakeholder engagement. Caltrain anticipates completing this project by March 2022.
34	SFCTA	101/280 Carpool and Express Lane	\$4,100,000	This request is to fund development of a draft environmental document for a proposed project to implement carpool and express lanes along the US-101/I-280 corridor from San Mateo County to 5th and King streets in downtown San Francisco. The project is part of a regional network of managed lanes which seeks to reduce travel time, increase person throughput, and improve reliability. The proposed project, along with planned projects in San Mateo County, would provide a continuous carpool or express lane between San Francisco and Santa Clara. This request will also fund an equity study to understand the user profile of the planned traffic corridor and catchment area. The study data will be used to inform project decisions about equity and support project alternatives which advance social justice within the Bay Area. We expect to complete this scope of work by June 2021.
44	SFMTA	Hyde Street Safety	\$80,000	Prop K funds will leverage a Caltrans Planning Grant for a planning and engagement effort encompassing seven blocks of Hyde Street, from Grove to O'Farrell streets. The planning process will allow users of the corridor to re-envision the street from the current function of a vehicle through-way in an at-risk community to a safer and livable space. SFMTA will partner with the Department of Public Health and community-based organizations to work with the community to define and prioritize their transportation needs for Hyde Street. SFMTA will complete the final report, including an implementation plan, by March 2022.
TOTAL			\$6,570,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
5	SFCTA	Pennsylvania Avenue Extension Pre-environmental	\$ 1,600,000	Exception to Prop K Strategic Plan Policy: The recommended appropriation is contingent upon an exception to the Prop K policy establishing that all remaining funds programmed in the DTX to a Rebuilt Transbay Terminal category, beyond those already programmed for Phase 1 (transit center), shall be for construction of Phase 2 (DTX). This policy exception is required to appropriate the requested Prop K funds for the Pennsylvania Avenue Extension Pre-Environmental project.
7	PCJPB	22nd Street ADA Study	\$ 350,000	
7	PCJPB	Major Initiatives - Major Stations and Terminals - Planning and Development	\$ 380,000	
7	PCJPB	Major Initiatives Corridor-wide Grade Separation Study	\$ 60,000	
34	SFCTA	101/280 Carpool and Express Lane	\$ 4,100,000	Prop K Strategic Plan and 5-Year Prioritization Program Amendments: Recommendation is contingent on concurrent amendments to the Prop K Strategic Plan and the Street Resurfacing, Rehabilitation, and Maintenance 5YPP to advance \$4.1 million from the outyears of the Prop K program to FY 2019/20 for this project. This is consistent with a Prop K/Local Partnership Program fund exchange previously approved by the Board for this purpose. See memo and enclosed Strategic Plan and 5YPP amendments for details.
44	SFMTA	Hyde Street Safety	\$ 80,000	
TOTAL			\$6,570,000	

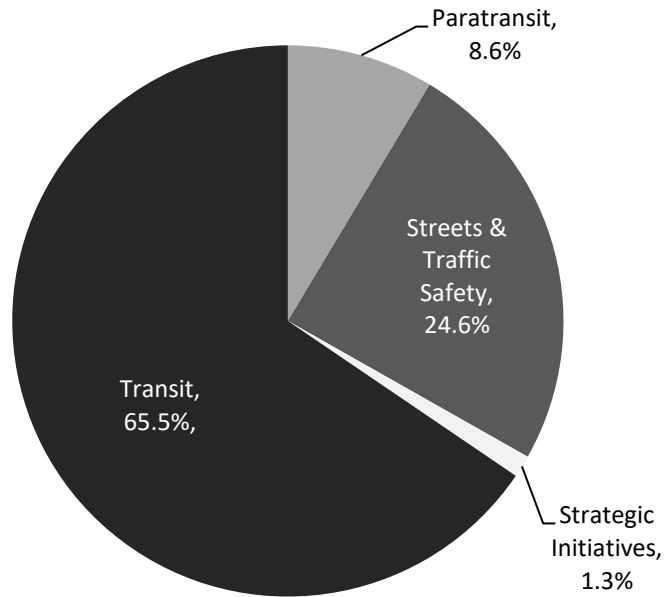
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K and Prop AA Allocation Summaries - FY 2019/20**

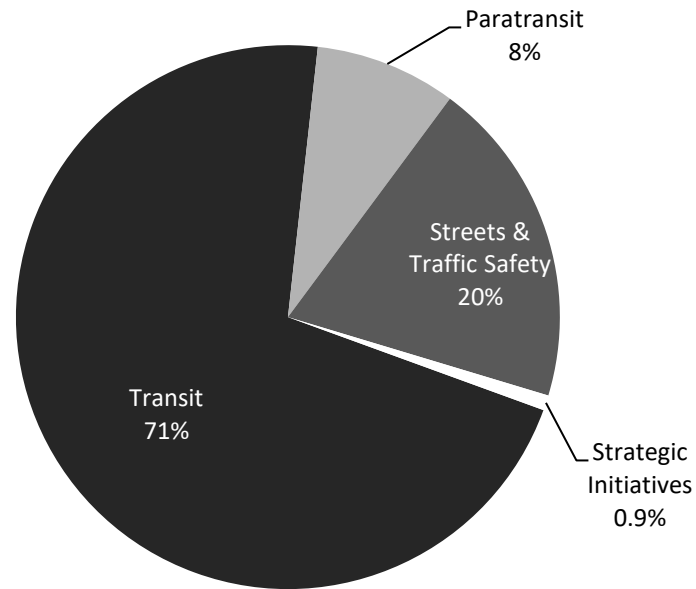
PROP K SALES TAX								
	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 67,887,653	\$ 28,501,591	\$24,563,722	\$6,032,974	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622	\$ 717,500
Current Request(s)	\$ 6,570,000	\$ 2,570,266	\$ 3,979,734	\$ 20,000	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 74,457,653	\$ 31,071,857	\$ 28,543,456	\$ 6,052,974	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622	\$ 717,500

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





Memorandum

AGENDA ITEM 5

DATE: October 17, 2019

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 11/5/2019 Board Meeting: Allocate \$870,000, with Conditions, and Appropriate \$5,700,000 in Prop K Sales Tax Funds for 6 Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$790,000 in Prop K funds to the Peninsula Corridor Joint Powers Board (PCJPB or Caltrain) for 3 requests:</p> <ol style="list-style-type: none"> 1. 22nd Street ADA Study (\$350,000) 2. Major Initiatives - Major Stations and Terminals - Planning and Development (\$380,000) 3. Major Initiatives Corridor-wide Grade Separation Study (\$60,000) <p>Allocate \$80,000 in Prop K funds to San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 4. Hyde Street Safety <p>Appropriate \$5,700,000 in Prop K funds for two requests:</p> <ol style="list-style-type: none"> 5. Pennsylvania Avenue Extension Pre-environmental (\$1,600,000) 6. 101/280 Carpool and Express Lane Project (\$4,100,000) <p>SUMMARY</p> <p>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.</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: _____
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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.

Prop K Strategic Plan Amendment to Fund the 101/280 Carpool and Express Lane Project.

In December 2018 the Transportation Authority Board approved the final Freeway Corridor Management Study Phase 2 report and a Prop K/SB 1 Local Partnership Program (LPP) fund



exchange for the US 101/I-280 Managed Lanes Project, now called the 101/280 Carpool and Express Lane Project. This fund exchange approved \$6 million in LPP formula funds for SFPW's street resurfacing projects in exchange of \$4.1 million in Prop K funds for the 101/280 Carpool and Express Lane Project.

We did not program the \$4.1 million for the 101/280 project in the 2019 5-Year Prioritization Program (5YPP) for street resurfacing given the uncertainty created by Prop 6, which would have repealed the SB 1 revenues that fund the LPP. Since Prop 6 was defeated and the 101/280 project is now ready to begin the environmental phase, we are now seeking Board approval to advance \$4.1 million in Prop K funds in the street resurfacing category to Fiscal Year 2019/20 for the 101/280 Carpool and Express Lane Project. This requires a concurrent Strategic Plan amendment.

FINANCIAL IMPACT

The recommended action would allocate and appropriate \$6,570,000 in Prop K funds. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Funding the proposed appropriation for the 101/280 Carpool and Express Lane Project requires a Prop K Strategic Plan amendment to advance \$4,100,000 in the Street Resurfacing, Rehabilitation, and Maintenance category from Fiscal Years 2029/30 and 2030/31 to Fiscal Year 2019/20. The amendment would result in an increase of 0.06% (\$1,711,806) in anticipated financing costs for the Prop K program as a whole over its 30-year life, which we consider to be insignificant. See the enclosed allocation request form for the amendment details.

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 allocations, appropriations, and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Fiscal Year 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 was briefed on this item at its October 23, 2019 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests Received
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop K Allocation Summary - FY 2019/20
- Enclosure 1 - Allocation Request Forms (6)