



RESOLUTION ADOPTING 18 2019 PROP K 5-YEAR PRIORITIZATION PROGRAMS (5YPPS), AMENDING 16 2014 PROP K 5YPPS, APPROVING A FUND EXCHANGE AND AMENDING THE 2017 PROP AA STRATEGIC PLAN TO PROVIDE \$2,064,919 TO THE BUS STOP ENHANCEMENT PROJECT, AND APPROVING TWO PROP K FUND EXCHANGES TO HELP BACKFILL THE REGIONAL IMPROVEMENT PROGRAM SHORTFALL FOR THE CENTRAL SUBWAY

WHEREAS, The voter-approved Prop K Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects and programmatic categories, establishes limits on sales tax funding by Expenditure Plan line item, and sets expectations for leveraging of sales tax funds to fully fund the Expenditure Plan programs and projects; and

WHEREAS, The Expenditure Plan establishes a number of requirements including development of a Strategic Plan, the financial planning tool for the 30-year Expenditure Plan, and for each of the Prop K programmatic categories it requires Transportation Authority Board approval of a 5-Year Prioritization Program or 5YPP as a prerequisite for allocation of funds; and

WHEREAS, The purpose of the 5YPPs is to establish a clear set of criteria for prioritizing projects within each Prop K category, improve inter-agency coordination at the earlier stages of the planning process, and allow public input early and throughout the project development process; and

WHEREAS, Each 5YPP includes a prioritization methodology to rank projects within the program; a 5-year project list with information on scope, schedule, cost and funding (including leveraging of non-Prop K funds); a project delivery snapshot showing completed and underway projects from the prior 5YPP periods; and performance measures; and

WHEREAS, 5YPPs are updated every five years in coordination with Strategic Plan updates;



and

WHEREAS, The 2019 5YPPs, covering Fiscal Years 2019/20 through 2023/24 will be the third update of the 5YPPs since they were first adopted in 2005; and

WHEREAS, Through approval of Resolution 18-52, the Transportation Authority identified a lead agency to guide the development of each 5YPP in coordination with Transportation Authority staff and all other eligible Prop K sponsors; and

WHEREAS, The 5YPPs were developed through an iterative process working with all the eligible Prop K project sponsors and drawing upon planning efforts such as the San Francisco Transportation Plan and the San Francisco Municipal Transportation Agency's Capital Improvement Program, city and regional initiatives (e.g. Vision Zero) and input from the Transportation Authority Board and Citizens Advisory Committee, and public outreach; and

WHEREAS, The Transportation Authority adopted ten 2019 Prop K 5YPPs on October 23, 2018 by Resolution 19-15; and

WHEREAS, With the support of eligible project sponsors, Transportation Authority staff is recommending approval of the remaining 2019 Prop K 5YPPs listed in Attachment 1 and provided as enclosures to this resolution; and

WHEREAS, As part of the 2019 5YPP development process, Transportation Authority staff worked closely with sponsors to update Prop K funding needs for Fiscal Year 2018/19, the final fiscal year of the 2014 5YPP period, which has resulted in the need for amendments to many of the 2014 5YPPs to push out funding for projects that have been delayed, advance funds for projects that plan to proceed sooner than anticipated, and/or to reprogram unallocated funds to new projects in Fiscal Year 2018/19; and

WHEREAS, Staff is recommending amendment of 16 2014 5YPPs concurrent with the



approval of the corresponding 2019 5YPP as shown in Attachment 1 and detailed in the enclosed 2019 5YPPs; and

WHEREAS, The SFMTA proposed \$2,064,919 in Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network category funds in the 2019 5YPP Update for the Bus Stop Enhancement Project, however, the project is not eligible for that category; and

WHEREAS, To enable the project to advance, staff is recommending amendment of the 2017 Prop AA Strategic Plan to reprogram \$2,064,919 in Transit Reliability and Mobility Improvement category funds from Geary BRT to the Bus Stop Enhancement Project and keeping Geary BRT whole by providing it with an equivalent amount of additional Prop K funds as shown in Enclosure 1; and

WHEREAS, SFMTA has been working with the Metropolitan Transportation Commission (MTC) and the Transportation Authority to explore the possibility of accelerating procurement of 151 replacement light rail vehicles, as well as filling a funding gap that exists whether the procurement is accelerated or not; and

WHEREAS, To support the potential accelerated procurement of the light rail vehicles, staff is recommending programming an additional \$34.9 million in Prop K funds from the Vehicles-Muni category and advancing cash flow in the Vehicles-Muni and Vehicles-Discretionary categories as part of approval of the corresponding 5YPPs, subject to the conditions shown in Attachment 2; and

WHEREAS, The Transportation Authority has a long-standing commitment of Regional Improvement Program (RIP) funds to the Central Subway project, however, sufficient RIP funds are not anticipated to be available in time to meet the project's cash flow needs; and

WHEREAS, Staff from the Transportation Authority, MTC and SFMTA have developed a funding plan to backfill \$61.75 million in remaining RIP funds, including a \$21 million contribution from the Transportation Authority, as shown in Attachment 3; and



WHEREAS, Staff is recommending two Prop K fund exchanges to cover the Transportation Authority's contribution toward the RIP shortfall, as shown in Attachment 4; and

WHEREAS, At its October 24, 2018, meeting, the Citizens Advisory Committee reviewed and adopted a motion of support for the staff recommendation to adopt the 18 2019 Prop K 5YPPs and amend 16 2014 5YPPs as shown in Attachment 1, to approve a fund exchange and amend the 2017 Prop AA Strategic Plan to provide \$2,064,919 to the Bus Stop Enhancement Project, as shown in Enclosure 1, and approve two Prop K fund exchanges to help backfill the RIP shortfall for the Central Subway as shown in Attachments 3 and 4; and now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed 2019 Prop K 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby amends the six 2014 Prop K 5YPPs listed in Attachment 1 as detailed in the relevant 2019 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby amends the 2017 Prop AA Strategic Plan to reprogram \$2,064,919 in Transit Reliability and Mobility Improvement category funds from Geary BRT to the Bus Stop Enhancement Project, as shown in Enclosure 1; and be it further

RESOLVED, That the Transportation Authority hereby approves the two Prop K fund exchanges to help backfill the RIP shortfall for the Central Subway as shown in Attachments 3 and 4, reducing the Transportation Authority's remaining RIP commitment to the Central Subway from \$61.75 million to \$40.75 million.



Attachments:

1. List of 2019 5YPPs Recommended for Adoption and 2014 5YPPs Recommended for Amendment
2. SFMTA LRV Procurement
3. Central Subway RTIP Backfill Funding Plan
4. Remaining Regional Improvement Program (RIP) Commitments

Enclosures:

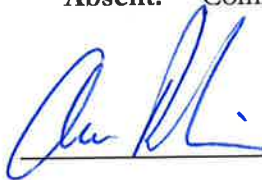
1. Draft 2019 Prop K Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network 5YPP
2. Draft 2019 Prop K Caltrain Capital Improvement Program 5YPP
3. Draft 2019 Prop K Transit Enhancements 5YPP
4. Draft 2019 Prop K New and Renovated Vehicles - Muni & Vehicles – Discretionary 5YPP
5. Draft 2019 Prop K New and Renovated Vehicles - PCJPB 5YPP
6. Draft 2019 Prop K Rehabilitate/Upgrade Existing Facilities - Muni 5YPP
7. Draft 2019 Prop K Rehabilitate/Upgrade Existing Facilities - PCJPB 5YPP
8. Draft 2019 Prop K Rehabilitate/Upgrade Existing Facilities - Discretionary 5YPP
9. Draft 2019 Prop K Guideways - Muni 5YPP
10. Draft 2019 Prop K Guideways - PCJPB 5YPP
11. Draft 2019 Prop K Guideways - Discretionary 5YPP
12. Draft 2019 Prop K New and Upgraded Streets 5YPP
13. Draft 2019 Prop K Traffic Calming 5YPP
14. Draft 2019 Prop K Bicycle Circulation/Safety 5YPP
15. Draft 2019 Prop K Pedestrian Circulation/Safety 5YPP
16. Draft 2019 Prop K Curb Ramps 5YPP
17. Draft 2019 Prop K Transportation Demand Management/Parking Management 5YPP
18. Draft 2019 Prop K Transportation/Land Use Coordination 5YPP



The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 27th day of November, 2018, by the following votes:

Ayes: Commissioners Brown, Cohen, Fewer, Kim, Mandelman, Peskin, Ronen, Stefani, Tang and Yee (10)

Absent: Commissioner Safai (1)

 11-29-18
Aaron Peskin Date

Chairperson

ATTEST:  11/29/18
Tilly Chang Date
Executive Director

Attachment 1.
2019 Prop K Strategic Plan/5YPP Update
List of 2019 5YPPs Recommended for Adoption and
2014 5YPPs Recommended for Amendment



Group 1 - Approved on first read at the October 16, 2018 Board meeting

EP No.¹	Category	5YPP Lead Agency²
8	BART Station Access, Safety and Capacity	BART
9*	Ferry	PORT
20B*	Rehabilitate/Upgrade Existing Facilities - BART	BART
22B	Guideways - BART	BART
31*	New Signals and Signs	SFMTA
32	Advanced Technology and Information Systems (SFgo)	SFMTA
33*	Signals and Signs	SFMTA
34* - 35	Street Resurfacing, Rehabilitation, and Maintenance	SFPW
37*	Pedestrian and Bicycle Facility Maintenance	SFPW
42	Tree Planting and Maintenance	SFPW

Group 2 - To Be Considered at the November 2018 Board meetings

EP No.¹	Category	5YPP Lead Agency²
1*	Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network	SFMTA
7*	Caltrain Capital Improvement Program	PCJPB
10-16*	Transit Enhancements	SFMTA
17M*/17U	New and Renovated Vehicles - Muni and Discretionary	SFMTA
17P*	New and Renovated Vehicles - PCJPB	PCJPB
20M*	Rehabilitate/Upgrade Existing Facilities - Muni	SFMTA
20P*	Rehabilitate/Upgrade Existing Facilities - PCJPB	PCJPB
20U	Rehabilitate/Upgrade Existing Facilities - Discretionary	SFCTA
22M*	Guideways - Muni	SFMTA
22P*	Guideways - PCJPB	PCJPB
22U	Guideways - Discretionary	SFCTA
26-30*	New and Upgraded Streets	SFCTA
38*	Traffic Calming	SFMTA
39*	Bicycle Circulation/Safety	SFMTA
40*	Pedestrian Circulation/Safety	SFMTA
41*	Curb Ramps	SFPW
43*	Transportation Demand Management/Parking Management	SFCTA
44*	Transportation/Land Use Coordination	SFCTA

*Categories marked with an asterisk require a concurrent amendment to the 2014 5YPP with the adoption of the 2019 5YPP.

Attachment 1.
2019 Prop K Strategic Plan/5YPP Update
List of 2019 5YPPs Recommended for Adoption and
2014 5YPPs Recommended for Amendment



¹ EP No. stands for Expenditure Plan category number.

² The lead agency role is a coordinator or convener role among eligible project sponsors for that category and other interested agencies and stakeholders. It does not confer veto power. Agency acronyms include: BART (Bay Area Rapid Transit District), SFPW (Department of Public Works), PCJPB (Peninsula Corridor Joint Powers Board or Caltrain), PORT (Port of San Francisco), SFCTA (San Francisco County Transportation Authority), and SFMTA (San Francisco Municipal Transportation Agency).

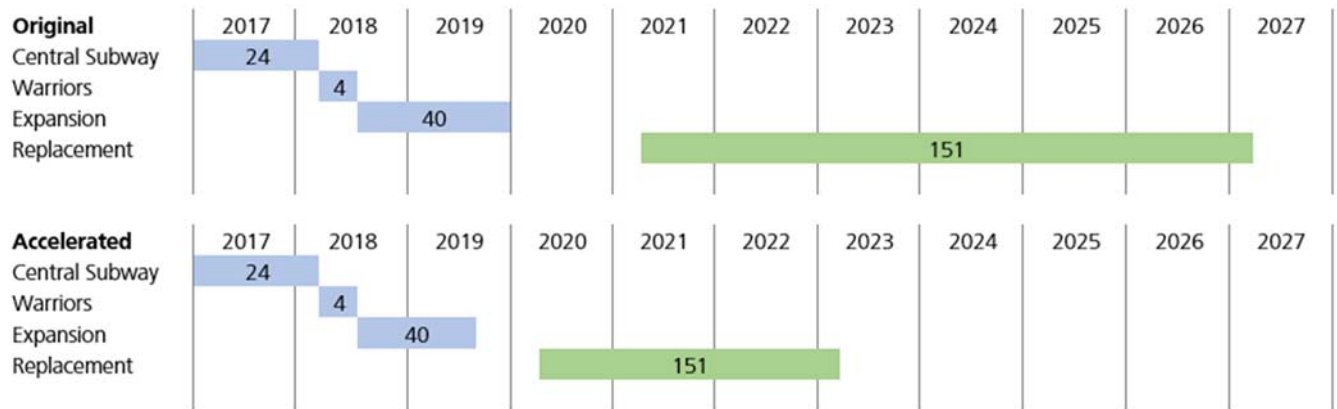
Attachment 2. SFMTA LRV Procurement

Siemens Mobility (contracted awarded July 2014)

	Replacement LRVs	Expansion LRVs	Notes
Base Contract	151	24	Expansion vehicles for Central Subway
Option 40		40	Option exercised
Option 45		45	Option not exercised, funding not identified
Warriors		4	Funded by the Warriors to serve Mission Bay
Totals:	151	213	168 total expansion LRVs planned to date

*Bold indicates exercised options or purchased.

Figure 1: Original vs. Accelerated Replacement Schedule



Proposed Conditions for Allocation of Prop K Funds for the 151 Replacement LRVs

- (1) SFMTA may not give notice to proceed on procurement of the 151 replacement vehicles prior to allocation of additional Prop K funds (up to \$62.7 million);
- (2) As a prerequisite to allocation of additional Prop K funds, SFMTA shall present to the SFMTA Board and Transportation Authority CAC and Board the proposed schedule, cost and funding plan, including any associated financing costs, along with an updated cost benefit analysis of early retirement of the LRVs;
- (3) Allocation of additional Prop K funds will be conditioned upon SFMTA and MTC providing evidence that all their respective funds are committed to the project.

Attachment 3. Central Subway RTIP Backfill Funding Plan

Central Subway Regional Transportation Improvement Program (RTIP) Shortfall Proposed Funding Plan¹

	Rounded (\$ Millions)	SFCTA Share Not Rounded
RTIP Shortfall²	\$62	\$ 61,750,000
MTC		
Anticipated FY19 Bonus FTA Transit Formula Funds (fixed guideway) ³	3-8	
FY 19 FTA Transit Formula Funds (5337) (debt service surplus funds)(fixed guideway) ³	13	
Bridge Tolls AB664/BATA Project Savings	0-5	
MTC Total	21	
SFMTA		
PTMISEA interest (previously committed to Central Subway)	1	
Revenue Based/Developer Fees	11	
Senate Bill 1 - State of Good Repair Funds, Low Carbon Transit Operations Program, and/or State infrastructure bond interest.	8	
SFMTA Total	20	
SFCTA		
Prop K/OBAG2 Fund Exchange (Better Market Street) - PROPOSED ⁴	16	\$ 15,980,000
Prop K/Prop B General Fund (L Taraval Transit Enhancements) Fund Exchange - PROPOSED ⁴	4	\$ 4,055,032
Prop K Central Subway Category (programmed)	1	\$ 964,968
SFCTA Total	21	\$ 21,000,000
Revised SFCTA Remaining RTIP Commitment to Central Subway:		
		\$ 40,750,000

¹Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), and San Francisco Municipal Transportation Agency (SFMTA) staff worked collaboratively to develop this proposed funding plan. Several of the proposed sources will require Board/Commission approval or other actions before funds would be committed to the project.

²Following adoption of the 2018 STIP, the SFCTA's remaining RIP commitment to Central Subway was \$61,750,000. With the passage of Senate Bill 1, we are receiving about \$13 million in RIP funds every two years.

³The proposed federal transit funds can be made available to the Central Subway via a fund exchange with an eligible SFMTA fixed guideway project or project(s) to be identified, subject to MTC Commission approval. Ranges account for uncertainty in fund availability by source.

⁴The two proposed Prop K fund exchanges to help backfill the Central Subway RIP commitment are part of the recommended actions at the November 2018 SFCTA Board meetings.

Attachment 4. Remaining Regional Improvement Program (RIP) Commitments

San Francisco County Transportation Authority Draft Remaining Regional Improvement Program (RIP) Commitments¹ Updated October 10, 2018

Project ²	Initial RIP Commitment	Current Remaining RIP Commitment	Proposed New RIP or Other Funds	Proposed Remaining RIP Commitment
Presidio Parkway [Fulfilled]	\$84,101,000	\$0		\$0
Central Subway [SFCTA 1st priority] ³	\$92,000,000	\$61,750,000	\$21,000,000	\$40,750,000
MTC STP/CMAQ Advance for Presidio Parkway [SFCTA 2nd priority] ⁴	\$34,000,000	\$34,000,000		\$34,000,000
Caltrain Downtown Extension to a New Transbay Transit Center [SFCTA 3rd priority]	\$28,000,000	\$17,847,000		\$17,847,000
Caltrain Electrification [Fulfilled]	\$24,000,000	\$0		\$0
Total	\$262,101,000	\$113,597,000	\$21,000,000	\$92,597,000

¹ Based on Transportation Authority Board-adopted priorities (Resolution 14-25, Approved October 22, 2013).

² Acronyms include California Transportation Commission (CTC), Congestion Mitigation and Air Quality (CMAQ), Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA), and Surface Transportation Program (STP).

³ Central Subway is currently the SFCTA's highest priority for future RIP funds. Since the RIP funds were unavailable when SFMTA was awarding the construction contracts, we are honoring this commitment by programming new RIP funds when they become available to other SFMTA eligible projects to comply with CTC guidelines or by programming other SFCTA funds to Central Subway. Staff is proposing two fund exchanges, that along with \$964,968 in de-obligations from prior fund exchanges in the Prop K Central Subway category, will direct a total of \$21,000,000 toward the remaining Central Subway RTTP Commitment.

• The first exchange is a dollar-for-dollar exchange of \$15.98 million in federal One Bay Area Grant 2 (STP/CMAQ) funds from the Better Market Street project with Prop K funds from the Guideways-discretionary category. This fund exchange requires concurrence by the MTC.

• The second fund exchange is a dollar-for-dollar exchange of \$4,055,032 in FY 2019/20 SFMTA Prop B Population Set Aside funds programmed to the L Taraval Transit Improvements project with an equivalent amount of funds from the Prop K Guideways-discretionary category.

⁴ Through Resolution 12-44, the SFCTA accepted MTC's proposed advance of \$34 million in STP/CMAQ funds for Presidio Parkway to be repaid with future county share RIP funds. Repayment of the advance, i.e. by programming \$34 million in RIP funds to a project or projects of MTC's choice, is the second priority after the Central Subway.