



Memorandum

AGENDA ITEM 6

DATE: February 18, 2022
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 3/8/2022 Board Meeting: Allocate \$1,791,758 in Prop K Funds, with Conditions, and Appropriate \$150,000 for Three Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>Allocate \$1,791,758 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none">1. Muni Metro Core Capacity Study (\$1,000,000)2. 20 MPH Speed Limit Reductions (\$750,000)3. Bike to Work Day 2022 (\$41,758) <p>Appropriate \$150,000 for:</p> <ol style="list-style-type: none">4. Muni Metro Core Capacity Study - Project Support and Technical Oversight <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have.</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input checked="" type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (e.g. 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 brief project descriptions. Attachment 3 summarizes the staff recommendations for each request, 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 and appropriate \$1,941,758 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 Prop K Fiscal Year 2021/22 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Fiscal Year 2021/22 annual budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions for those respective fiscal years.

CAC POSITION

The CAC will consider this item at its February 23, 2022 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Requests
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop K Allocation Summary – FY 2021/22
- Enclosure – Allocation Request Forms (3)

Attachment 1: Summary of Requests 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	16	SFMTA, SFCTA	Muni Metro Core Capacity Study	\$ 1,150,000	\$ 1,650,000	74%	30%	Planning	3, 4, 5, 6, 7, 8, 10, 11
Prop K	38	SFMTA	20 MPH Speed Limit Reductions	\$ 750,000	\$ 810,000	51%	7%	Construction	Citywide
Prop K	39	SFMTA	Bike to Work Day 2022	\$ 41,758	\$ 41,758	28%	0%	Construction	Citywide
TOTAL				\$ 1,941,758	\$ 2,501,758	66%	22%		

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) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.

² Acronyms: 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, non-Prop AA, or non-TNC Tax 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
16	SFMTA, SFCTA	Muni Metro Core Capacity Study	\$ 1,150,000	<p>The Muni Metro Core Capacity Study will identify a package of projects to provide much-needed capacity and reliability improvements for Muni Metro. Together, selected strategies will provide Muni rail customers faster, longer trains, providing a more reliable quality of service for time-sensitive trips. The outcome of the Study will be a package of projects that would be eligible and competitive for a Federal Transit Administration (FTA) Core Capacity grant application to the Capital Investment Grant program, as well as further definition of investments along key surface segments of the Metro rail system with a focus on the M-line between West Portal and San Francisco State University.</p> <p>The Study will be conducted in two phases. Phase 1 includes but is not limited to prior study review, identifying performance targets, and an initial draft program of core capacity projects. Phase 2 would use inputs from Phase 1 to refine and advance a program of feasible projects that would achieve the target level of capacity improvement, and complete technical and analytical work to ready an application package for entry into the FTA Capital Investment Grant program. Phase 1 will be complete by September 2022. Phase 2 will be complete by March 2024.</p> <p>This request includes \$150,000 for SFCTA staff to perform an enhanced level of project support and technical oversight given the potential benefits to the entire Muni system and to help position projects to apply for a very competitive discretionary federal grant program.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
38	SFMTA	20 MPH Speed Limit Reductions	\$ 750,000	Every year in San Francisco, about 30 people lose their lives and over 500 more are severely injured while traveling on city streets. Beginning January 2022, the City has increased flexibility to reduce speed limits under Assembly Bill 43 (AB43). Using AB43, SFMTA plans to reduce speed limits from 25 mph to 20mph on key business activity districts. Requested Prop K funds would be used to reduce speed limits on up to 46 business activity districts throughout the city, and support with compliance strategies including education and outreach. Implementation is expected to begin in Summer 2022 and be complete in Fall 2024. A list of 35 potential corridors is included in the attached Allocation Request Form. The remaining 11 corridors will be identified and legislated by the end of 2022.
39	SFMTA	Bike to Work Day 2022	\$ 41,758	Bike to Work Day (BTWD), also called “Bike to Wherever Day” out of respect to the many San Francisco residents currently out-of-work or working from home, is an annual event promoting cycling as a viable commuting option. This year BTWD will be held on May 20, 2022. Prop K funds will cover the sponsorship costs for BTWD through a contract between SFMTA and the San Francisco Bicycle Coalition. This request will fund event promotion and event-day services in all 11 supervisorial districts such as energizer stations with educational materials and activities, as well as SFMTA contract management and oversight.
TOTAL			\$1,941,758	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
16	SFMTA, SFCTA	Muni Metro Core Capacity Study	\$ 1,150,000	<p>Prop K 5-Year Prioritization Program (5YPP) Amendment: The recommended allocation and appropriation are contingent upon amendment of the Other Transit Enhancements 5YPP. See attached 5YPP amendment for details.</p> <p>Deliverable: Upon substantial completion of Phase 1, SFMTA shall present to the Transportation Authority Board a summary of Study progress to date and a refined approach to Phase 2 activities.</p>
38	SFMTA	20 MPH Speed Limit Reductions	\$ 750,000	<p>5YPP Amendment: The recommended allocation is contingent upon amendment of the Traffic Calming 5YPP. See attached 5YPP amendment for details.</p> <p>Special Condition: Reimbursement for implementation cost for the speed limit signs (\$521,164) is conditioned upon the SFMTA Board approval of the speed limit changes proposed in this project and SFMTA providing the final list of project corridors.</p>
39	SFMTA	Bike to Work Day 2022	\$ 41,758	<p>Special Condition: Funds are conditioned upon the San Francisco Bicycle Coalition locating one or more energizer station(s) per district.</p>
TOTAL			\$ 1,941,758	

¹ See Attachment 1 for footnotes.

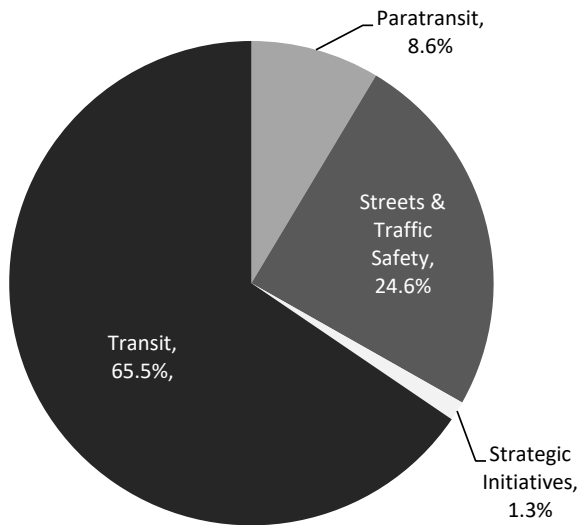
Attachment 4.
Prop K Allocation Summary - FY2021/22

PROP K SALES TAX

FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 49,416,818	\$ 17,036,381	\$ 20,661,684	\$ 8,653,632	\$ 2,181,909	\$ 883,212
Current Request(s)	\$ 1,941,758	\$ 441,758	\$ 655,000	\$ 725,000	\$ 120,000	\$ -
New Total Allocations	\$ 51,358,576	\$ 17,478,139	\$ 21,316,684	\$ 9,378,632	\$ 2,301,909	\$ 883,212

The above table shows maximum annual cash flow for all FY 2021/22 allocations and appropriations approved to date, along with the current recommended allocation(s) and appropriation.

**Investment Commitments,
per Prop K Expenditure Plan**



Prop K Investments To Date

