



# Memorandum

**Date:** June 20, 2019

**To:** Transportation Authority Board

**From:** Anna LaForte – Deputy Director for Policy and Programming

**Subject:** 7/9/2019 Board Meeting: Allocate \$10,804,566 in Prop K Sales Tax Funds for Nine Requests and \$6,852,380 in Prop AA Vehicle Registration Fee Funds for Three Requests, with Conditions

**RECOMMENDATION**     Information     Action

Allocate \$1,672,975 in Prop K funds to the Bay Area Rapid Transit District (BART) for two requests:

1. Powell Station Modernization (\$672,975)
2. Embarcadero Station: New Northside Platform Elevator (\$1,000,000)

Allocate \$240,000 in Prop K funds to the Port of San Francisco (PortSF) for one request:

3. Downtown Ferry Terminal - Passenger Circulation Improvements

Allocate \$7,288,720 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for five requests:

4. E/F Streetcar Extension to Aquatic Park (\$926,100)
5. Central Richmond Traffic Safety (\$596,420)
6. Ocean Avenue Safety Improvements (\$210,000)
7. Beale Street Bikeway (\$330,000)
8. Vision Zero Quick-Build Program Implementation (\$5,226,200)

Allocate \$1,602,871 in Prop K funds to San Francisco Public Works (SFPW) for one request:

9. 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation

Allocate \$6,852,380 in Prop AA funds to San SFPW for three requests:

10. Geary Boulevard Pavement Renovation (\$3,386,732)
11. Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds (\$368,519)
12. Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) (\$700,000)

**SUMMARY**

We are presenting twelve requests totaling \$17,656,946 in Prop K and Prop AA funds to the Board for approval. 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.

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contracts
- Other:

## **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.

### **Follow-up on Construction Management Costs for Two BART Requests**

At its May 22, 2019 meeting the Citizens Advisory Committee (CAC) was briefed on eight Prop K requests including two requests from BART for the Powell Station Modernization and Embarcadero Station: New Northside Platform Elevator projects. The CAC severed BART's Powell Station Modernization request pending additional information from BART explaining the project's high construction management cost. Subsequently, Transportation Authority staff withdrew BART's Embarcadero Station request to allow staff more time to assess both BART requests which had similarly high construction management costs. These costs were 52% and 60% of the contract, respectively, in contrast to an industry standard of 15% to 30%.

Since the May CAC meeting, we have met with BART staff to better understand the construction management needs for these projects. These projects require additional oversight in the tightly constrained work environments at the project sites, special life safety requirements due to high pedestrian volumes, and the need to ensure minimal disruption to passenger flows at two of the busiest BART stations. These factors make for an unusually constrained and challenging work environment, which led to higher than typical construction management costs.

BART has also updated the construction contract cost estimates for both projects based on current market conditions which reflect a limited number of bidders due to the high volume of projects in the region. Because the cost of the construction contract has gone up noticeably for both requests, the construction management costs as a percent of the contracts has gone down to 32.1% for the Powell Station Modernization project and 45% for the Embarcadero Station: New Northside Platform Elevator project.

### **Strategic Plan Amendment for Vision Zero Quick-Build Program Implementation.**

Funding the SFMTA's request for \$5,226,200 Vision Zero Quick-Build Program Implementation and SFMTA's accompanying request to make \$2.5 million per year available in Fiscal Years 2020/21 and 2021/22 for sustained acceleration of Vision Zero improvements and associated staffing levels, requires amendment to the Prop K Strategic Plan to advance funds in the Traffic Calming and Pedestrian Circulation/Safety categories, as described in Attachments 3 and 5. Both the Traffic Calming and Pedestrian Circulation/Safety categories would run out of Prop K funds two years earlier than without the amendment (Fiscal Year 2025/26 vs. Fiscal Year 2027/28 for Traffic Calming, and Fiscal Year 2027/28 vs. Fiscal Year 2029/30 for Pedestrian Circulation/Safety). Our recommendation in support of this request calls for quarterly reporting on the project delivery implementation of these projects and for sharing of the progress reports with the Board.

## **FINANCIAL IMPACT**

The recommended action would allocate \$10,757,555 in Prop K funds and \$6,852,380 in Prop AA funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

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.

The Strategic Plan amendment for the Quick-Build program implementation would increase financing costs in the Traffic Calming category by 1.12% (from 9.39% to 10.52%) and in the Pedestrian Circulation/Safety category by 1.40% (from 8.28% to 9.69%) over the 30-year life of the Prop K Expenditure Plan, and result in an increase of \$1,639,147 (0.06%) in anticipated financing costs for the Prop K program as a whole over the life of the program, which we consider to be insignificant.

Sufficient funds are included in the proposed 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 will be briefed on this item at its June 26, 2019 meeting.

## **SUPPLEMENTAL MATERIALS**

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

Attachment 4 – Prop K and Prop AA Allocation Summaries – FY 2019/20

Attachment 5 – Strategic Plan Amendment

Enclosure – Prop K/AA Allocation Request Forms (12)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request									Leveraging		Phase(s) Requested	District(s)	
					Prop K 2019/20	Prop K 2020/21	Prop K 2021/22	Prop K 2022/23	Current Prop AA Request	Prop AA 2019/20	Prop AA 2020/21	Prop AA 2021/22	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line <sup>3</sup>			Actual Leveraging by Project Phase(s) <sup>4</sup>
Prop K	8	BART	Powell Station Modernization	\$ 672,975	\$ 200,000	\$ 472,975							\$ 19,260,000	90%	93%	Construction	3, 6
Prop K	9	PortSF	Downtown Ferry Terminal - Passenger Circulation Improvements	\$ 240,000	\$ 200,000	\$ 40,000							\$ 240,000	95%	0%	Construction	3
Prop K	11	SFMTA	E/F Streetcar Extension to Aquatic Park	\$ 926,100	\$ 350,000	\$ 576,100							\$ 926,100	0%	0%	Planning	2, 3
Prop K	20U	BART	Embarcadero Station: New Northside Platform Elevator	\$ 1,000,000	\$ 250,000	\$ 500,000	\$ 250,000						\$ 13,250,000	90%	92%	Construction	3, 6
Prop K Prop AA	34, Street	SFPW	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation	\$ 1,602,871		\$ 1,122,871	\$ 480,000		\$ 2,397,129	\$ 750,000	\$ 1,647,129		\$ 4,000,000	79%	0%	Construction	8, 9, 10
Prop K	38	SFMTA	Central Richmond Traffic Safety	\$ 596,420	\$ 225,000	\$ 371,420							\$ 596,420	51%	0%	Design, Construction	1
Prop K	38	SFMTA	Ocean Avenue Safety Improvements	\$ 210,000	\$ 160,000	\$ 50,000							\$ 270,000	51%	22%	Planning	7, 11
Prop K	39	SFMTA	Beale Street Bikeway	\$ 330,000	\$ 330,000								\$ 330,000	28%	0%	Design	6
Prop K	38	SFMTA	Vision Zero Quick-Build Program Implementation	\$ 5,226,200	\$ 2,613,100	\$ 2,613,100							\$ 8,487,167	51%	38%	Design Construction	Citywide
Prop AA	Street	SFPW	Geary Boulevard Pavement Renovation						\$ 3,386,732	\$ 846,683	\$ 1,246,683	\$ 1,293,366	\$ 6,855,682	NA	51%	Construction	2, 5
Prop AA	Ped	SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds						\$ 368,519	\$ 368,519			\$ 896,519	NA	59%	Construction	9, 10
Prop AA	Ped	SFPW	Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)						\$ 700,000	\$ 400,000	\$ 300,000		\$ 1,756,229	NA	60%	Construction	3, 6
<b>TOTAL</b>				<b>\$ 10,804,566</b>	<b>\$ 4,328,100</b>	<b>\$ 5,746,466</b>	<b>\$ 730,000</b>	<b>\$ -</b>	<b>\$ 6,852,380</b>	<b>\$ 2,365,202</b>	<b>\$ 3,193,812</b>	<b>\$ 1,293,366</b>	<b>\$ 56,868,117</b>	<b>35%</b>	<b>36%</b>		

Footnotes

<sup>1</sup> "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).

<sup>2</sup> Acronyms: BART (Bay Area Rapid Transit); PortSF (Port of San Francisco); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)

<sup>3</sup> "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%.

<sup>4</sup> "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 <sup>1</sup>**

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
8	BART	Powell Station Modernization	\$672,975	\$ -	Comprehensive station reconfiguration to improve station function, safety, security, passenger circulation, capacity, sustainability, and appearance. Project components include the relocation of ticket vending machines, wayfinding and transit maps, expanded paid area, fare evasion barriers, new fare gates, and relocation of existing facilities such as the operator break room. BART anticipates that the project will be open for use by June 2021.
9	PortSF	Downtown Ferry Terminal - Passenger Circulation Improvements	\$240,000	\$ -	Construct a protected pedestrian walkway between The Embarcadero Promenade and the Ferry Pier Plaza, located between the south end of the Ferry Building and the new passenger emergency staging plaza for the South Terminal. Currently, ferry passengers accessing Golden Gate Ferry and public spaces on the pier share the access to the pier with about 250 vehicles daily. Improvements would provide a separated walkway, lighting, and seating to improve the safety, comfort and quality of the passenger experience. Project is anticipated to be open for use by March 2020.
11	SFMTA	E/F Streetcar Extension to Aquatic Park	\$926,100	\$ -	Planning phase for potential extension of the SFMTA's Historic Streetcar service to serve the S.F. Maritime National Historic Park and Fort Mason unit of Golden Gate National Recreational Area. An extension of streetcar service to these National Park Service sites would reduce the need for multiple transfers, decrease transit travel time, and improve transit reliability by largely separating transit service from automobile traffic. The first task of project is a report on the overall cost/benefit of the project, to be followed with public outreach and stakeholders engagement. SFMTA anticipates project completion by July 2021.
20U	BART	Embarcadero Station: New Northside Platform Elevator	\$1,000,000	\$ -	Funds will leverage \$2 million in One Bay Area Grant funds approved by the Board in September 2017 for a new elevator on the north side of the Embarcadero Station between the BART platform and the mezzanine area. Project also includes expanding the paid area to include the new elevator and dedicating the existing elevator for Muni use only. If an elevator is out of service, the second elevator will be made available for both Muni and BART patrons. Project is scheduled to be open for use by December 2021.

**Attachment 2: Brief Project Descriptions <sup>1</sup>**

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
34, Street	SFPW	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation	\$1,602,871	\$ 2,397,129	Pavement renovation of 39 blocks, construction of 70 curb ramps, sidewalk reconstruction, traffic control, and related and incidental work at the following locations: Hampshire Street from 17th Street to the Cesar Chavez on-ramp; York Street between Mariposa and 26th Streets; Dolores Street between Cesar Chavez and Day Streets; Cesar Chavez on-ramp from 25th Street to Potrero Avenue to Hampshire Street; 22nd Street between Potrero Avenue and Harrison Street; and 23rd Street between Folsom and Capp Streets. All segments are anticipated to be open for use by June 2021.
38	SFMTA	Central Richmond Traffic Safety	\$596,420	\$ -	Implement safety improvements as recommended in the Central Richmond Neighborway project. Project locations are focused on streets with a history of high injury collisions, and where children, seniors and people with disabilities walk or bike. Improvements include speed humps on 13 blocks, pedestrian refuge islands at 5 intersections, high visibility crosswalks, and other striping, daylighting and signal improvements. See pages 68 and 69 of Enclosure for specific measures at each location. SFMTA anticipates the project will be open for use by September 2020.
38	SFMTA	Ocean Avenue Safety Improvements	\$210,000	\$ -	Requested funds are for the planning phase of project to improve safety, accessibility, and comfort for people traveling along Ocean Avenue, Geneva Avenue and Frida Kahlo Way between the Ocean Avenue commercial corridor, Balboa Reservoir, City College, and Balboa Park Station. This project will build on the recommendations from SF Planning Department's Ocean Avenue Corridor Design Study. Scope includes traffic data collection and analysis, outreach, and conceptual engineering for design alternatives. SFMTA will develop recommendations for near-term safety improvements as well as larger-scale long-term improvements that involve modifications to rights-of-way and coordination with other projects and agencies. SFMTA anticipates completion of a final report with key findings, recommendations and next steps by September 2020.

**Attachment 2: Brief Project Descriptions <sup>1</sup>**

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
39	SFMTA	Beale Street Bikeway	\$330,000	\$ -	Design phase for a two-way Class IV (separated) bike facility on Beale Street between Market and Folsom Streets, and Muni-only lanes between Market and Natoma Streets. The project will also include dedicated southbound left turn pockets and signal phases at the intersections of Mission/Beale and Howard/Beale streets to facilitate bicycle and pedestrian movements. The two-way bike facility may be raised or at sidewalk level on the block between Howard and Folsom to integrate with the future Transbay Park. SFMTA expects design to be complete by March 2020 and the project to be open for use by December 2021.
38	SFMTA	Vision Zero Quick-Build Program Implementation	\$5,226,200	\$ -	Design and construct quick-build safety projects on 12 corridors and spot improvements at various locations on the Vision Zero High-Injury Network. A “quick-build” project is one that does not require major street re-construction and can be implemented exclusively by city crews and/or on-call contractors and includes paint, signs, minor signal modifications and timing updates, plastic delineators, meter placement, concrete for boarding islands and minor pavement improvements. Planned safety improvements include traffic control measures such as painted safety zones, bike lanes, adjustments to parking regulations, changes to the configuration of traffic lanes, and other changes. SFMTA expects all improvements to be open for use by June 2021.
Street	SFPW	Geary Boulevard Pavement Renovation	\$ -	\$ 3,386,732	Street resurfacing of 28 blocks of Geary Boulevard, between Van Ness and Masonic. Includes demolition, pavement renovation, curb ramp construction and retrofit, traffic control, and related and incidental work. This is the paving scope of the larger SFMTA-led Geary Rapid Project. Public Works expects the substantial completion dates for the surface contract, including paving scope, will be October 2020 for Segment A (Masonic-Fillmore) and April 2021 for Segment B (Fillmore-Van Ness).
Ped	SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds	\$ -	\$ 368,519	Leverages previously allocated Neighborhood Transportation Improvement Program capital funds (Districts 9 and 10) to construct safety improvements to shared bike and pedestrian paths at the western entrance of the Bayshore Blvd/Cesar Chavez St/Potrero Ave intersection, adjacent to westbound Cesar Chavez Street. SFPW will construct a wider, re-graded path with adequate clearance at the highway overpass, and create a safe shared bike and pedestrian path minimizing conflicts between users of two segments of the intersection. Funds would cover a \$368,519 cost increase for a retaining wall determined to be necessary during the design phase of the project. Public Works expects the project to be open for use by March 2020.

**Attachment 2: Brief Project Descriptions <sup>1</sup>**

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
Ped	SFPW	Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	\$ -	\$ 700,000	Construct curb ramps and other pedestrian safety improvements at locations where conflicts with sub-sidewalk basements require creative solutions. Project locations include two intersections in District 6 at Jones and Ellis (bulbouts with curb ramps at northwest and southeast corners) and 8th and Minna (1 raised crosswalk). Scope includes installing ADA compliant pedestrian signals, adjusting location of vehicle signals, and replacing signal poles that need to be moved as part of the curb extensions or sub-sidewalk basement structural work. Two new curb ramps, to be constructed on the northwest corner of California and Hyde in District 3, are part of the subject project but will be funded by a separate source. Public Works expects all locations will be open for use by December 2020.
<b>TOTAL</b>			<b>\$10,804,566</b>	<b>\$6,852,380</b>	

<sup>1</sup> See Attachment 1 for footnotes.



**Attachment 3: Staff Recommendations <sup>1</sup>**

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
8	BART	Powell Station Modernization	\$ 672,975	\$ -	<p>Fulfills <b>intent to allocate</b> \$672,975 in Fiscal Year 2019/20 funds approved by the Board on September 25, 2018.</p> <p>At its May 22, 2019 meeting, the CAC delayed consideration of this request pending additional information from BART explaining the projects' high construction management costs. See memo for additional details.</p>
9	PortSF	Downtown Ferry Terminal - Passenger Circulation Improvements	\$ 240,000	\$ -	
11	SFMTA	E/F Streetcar Extension to Aquatic Park	\$ 926,100	\$ -	<p><b>Special Conditions:</b> \$461,100 for outreach and stakeholder engagement (which should be done in coordination with ConnectSF work) is placed on reserve pending a presentation to the Board with the findings from the Needs and Opportunities Assessment, including an analysis of the operating costs, fare box recovery, needed operating subsidy, funding plan for operations, and overall cost/benefit of the project. Presentation shall also include a proposed outreach plan, including a task-based budget and schedule.</p>
20U	BART	Embarcadero Station: New Northside Platform Elevator	\$ 1,000,000	\$ -	<p>Subsequent to the May 22, 2019 CAC meeting, staff delayed this request to allow us more time to assess both this and the Powell Station Modernization request, which had similarly high construction management costs. See memo for additional details.</p>

Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
34, Street	SFPW	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation	\$ 1,602,871	\$ 2,397,129	
38	SFMTA	Central Richmond Traffic Safety	\$ 596,420	\$ -	<p>We are recommending a <b>multi-phase allocation</b> given that the project will have concurrent design and construction phases, and the straightforward nature of the scope (e.g. speed humps).</p> <p><b>5-Year Prioritization Program (5YPP) Amendment:</b> The recommended allocation is contingent upon a concurrent amendment to the Traffic Calming 5YPP to add the subject project with \$596,420 in Fiscal Year 2019/20 funds from the Advancing Equity through Safer Streets placeholder. According to SFMTA staff, Central Richmond Traffic Safety will advance the goals of the new, yet-to-be-launched Advancing Equity through Safer Streets program, which is intended to target locations where pedestrian injuries to seniors and people with disabilities are concentrated and where seniors and people with disabilities live and travel. Based on analysis by the Department of Public Health, Central Richmond is a key target area for investment under this program. See attached 5YPP amendment for details.</p>
38	SFMTA	Ocean Avenue Safety Improvements	\$ 210,000	\$ -	
39	SFMTA	Beale Street Bikeway	\$ 330,000	\$ -	

Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
38	SFMTA	Vision Zero Quick-Build Program Implementation	\$ 5,226,200	\$ -	<p><b>Strategic Plan and 5YPP Amendments for Current Request:</b> The SFMTA is requesting amendments to the Traffic Calming 5YPP and Prop K Strategic Plan to fund this request. The 5YPP amendment would reprogram \$5,226,200 in Fiscal Year (FY) 2019/20 funds from the 6th Street Safety Improvement Project to the subject project. The 6th Street project's funding plan will be kept whole with additional development impact fee funds (\$2,826,200) and an award from the state Affordable Housing Sustainable Communities grant program (\$2,400,000). The Strategic Plan amendment would advance \$3,229,170 in cash flow from FY 2021/22 and \$613,100 from FY 2022/23 to FYs 2019/20 and 2020/21 to meet the expenditure needs of the subject request.</p> <p>The SFMTA intends to hire additional in-house labor to continue the Quick Build program for a minimum of three years. To support the sustained acceleration of project delivery and the associated increased in-house staffing level in future years, we are recommending amendment to the Strategic Plan as follows: advance out-year funds in the Traffic Calming category to FY 2020/21 (\$1.25 million) and FY 2021/22 (\$1.25 million); and advance out-year funds and Vision Zero Placeholder funds in the Pedestrian Circulation/Safety category to FY 2020/21 (\$1.25 million) and FY 2021/22 (\$1.25 million). The corresponding amendments to the Traffic Calming and Pedestrian Circulation/Safety 5YPPs would add the Quick Build Program Implementation project in FYs 2020/21 and 2021/22 with a total of \$2.5 million in each year. See memo and attached Strategic Plan and 5YPP amendments for additional details.</p>
Street	SFPW	Geary Boulevard Pavement Renovation	\$ -	\$ 3,386,732	<p><b>Special Condition:</b> Recommended allocation is contingent upon the Board programming \$989,603 in Prop AA funds to the subject project (final approval expected June 25, 2019).</p>
Ped	SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds	\$ -	\$ 368,519	<p><b>Special Condition:</b> Recommended allocation is contingent upon the Board programming \$368,519 in Prop AA funds to the subject project (final approval expected June 25, 2019).</p>

**Attachment 3: Staff Recommendations <sup>1</sup>**

<b>EP Line No./ Category</b>	<b>Project Sponsor</b>	<b>Project Name</b>	<b>Prop K Funds Recommended</b>	<b>Prop AA Funds Recommended</b>	<b>Recommendations</b>
Ped	SFPW	Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	\$ -	\$ 700,000	
<b>TOTAL</b>			<b>\$10,804,566</b>	<b>\$6,852,380</b>	

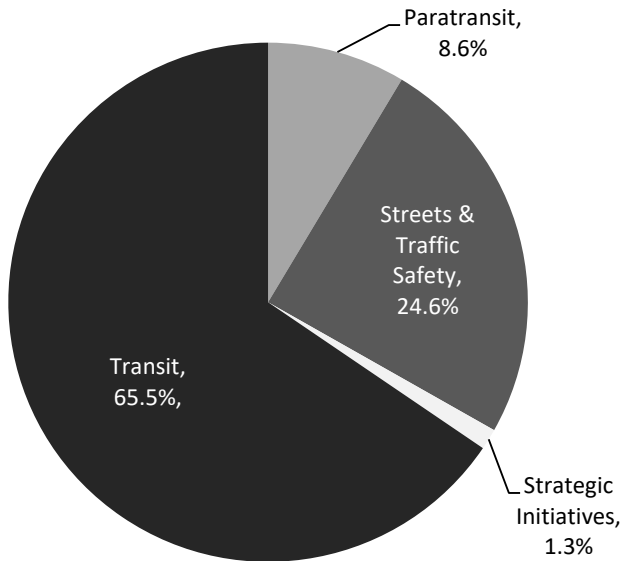
<sup>1</sup> See Attachment 1 for footnotes.

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

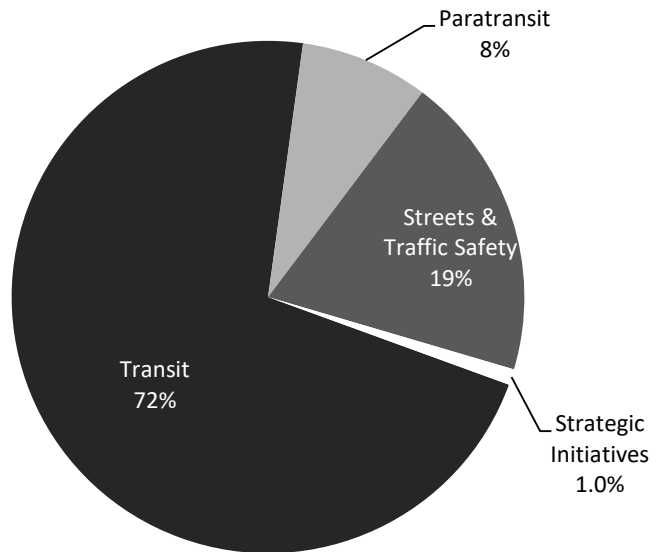
<b>PROP K SALES TAX</b>							
	<b>Total</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>	<b>FY 2021/22</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>
Prior Allocations	\$ 6,960,572	\$ 2,807,139	\$3,903,433	\$250,000	\$0	\$ -	\$ -
Current Request(s)	\$ 10,804,566	\$ 4,328,100	\$ 5,746,466	\$ 730,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 17,765,138	\$ 7,135,239	\$ 9,649,899	\$ 980,000	\$ -	\$ -	\$ -

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**

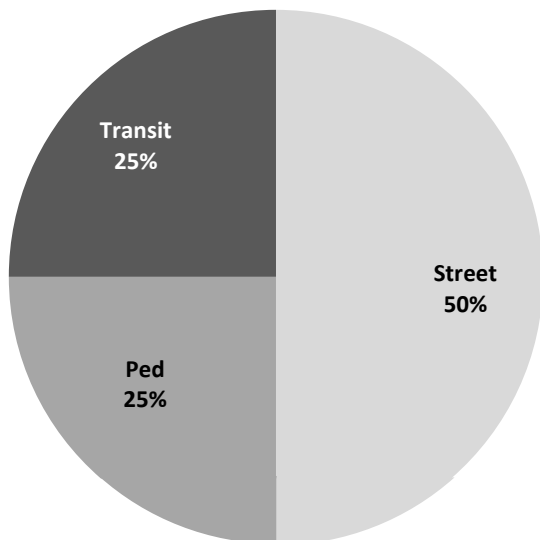


**PROP AA VEHICLE REGISTRATION FEE**

	<b>Total</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>	<b>FY 2021/22</b>	<b>FY 2022/23</b>
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 6,852,380	\$ 2,365,202	\$ 3,193,812	\$ 1,293,366	\$ -
New Total Allocations	\$ 6,852,380	\$ 2,365,202	\$ 3,193,812	\$ 1,293,366	\$ -

The above table shows total cash flow for all FY 2019/20 allocations approved to date, along with the current

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



**Prop AA Investments To Date**

