



RESOLUTION PROGRAMMING \$4,140,270 IN PROP AA VEHICLE REGISTRATION FEE FUNDS AND AMENDING THE 2017 PROP AA STRATEGIC PLAN

WHEREAS, In November 2010, San Francisco voters approved Proposition AA (Prop AA), authorizing the San Francisco County Transportation Authority (Transportation Authority) to collect an additional \$10 annual vehicle registration fee on motor vehicles registered in San Francisco and to use the proceeds to fund transportation projects identified in the Expenditure Plan; and

WHEREAS, The Prop AA Expenditure Plan identifies eligible expenditures in three programmatic categories: Street Repair and Reconstruction; Pedestrian Safety; and Transit Reliability and Mobility Improvements and mandates the percentage of revenues that shall be allocated to each category over the life of the Expenditure Plan at 50%, 25% and 25%, respectively; and

WHEREAS, In May 2017, through Resolution 17-45, the Transportation Authority Board adopted the 2017 Prop AA Strategic Plan, which among other elements, included programming of \$20.7 million in Prop AA funds to 11 projects over the five-year period of Fiscal Year 2017/18 to Fiscal Year 2021/22; and

WHEREAS, Consistent with Prop AA's focus on quickly delivering tangible benefits to neighborhoods citywide, the Strategic Plan policies allow for periodic calls for projects to reprogram cost savings and other available funds; and

WHEREAS, In March 2019, through Resolution 19-48, the Board approved an amendment to the 2017 Prop AA Strategic Plan to update the fiscal year of programming for projects that were delayed and added a prioritization criterion to give priority to projects that directly benefit disadvantaged communities; and

WHEREAS, In March 2019, the Transportation Authority staff released a call for projects to program an estimated \$3.55 million in Prop AA funds available from a reserve in the Street Repair



and Reconstruction category, de-obligated funds from projects completed under budget, higher than anticipated revenues, interest earnings, and release of unused administrative allowance; and

WHEREAS, By the April 26, 2019 deadline, staff had received six candidate projects requesting over \$5.9 million in Prop AA funds as shown in Attachment 1; and

WHEREAS, Transportation Authority staff evaluated the projects using the Board-adopted screening and prioritization criteria last updated through approval of Resolution 19-48, and follow-up communications with sponsors to clarify and seek additional project information as needed; and

WHEREAS, In order to fund more projects, staff recommended releasing the \$500,000 Prop AA Capital Reserve and making these funds available for projects because, while Prop AA is a pay-as-you-go program, staff believes that the Transportation Authority's conservative programming approach, use of cash flow reimbursement schedules, and the program's history of stable revenues make the Prop AA Capital Reserve unnecessary as a short-term buffer against fluctuations in revenues; and

WHEREAS, Transportation Authority staff will replenish the Capital Reserve, set at 10% of annual revenues, during the next Prop AA Strategic Plan update in 2021; and

WHEREAS, The staff recommendation is to fully fund three projects and partially fund two projects, as described in Attachment 2, and to amend the five projects into the Prop AA Strategic Plan; and

WHEREAS, Transportation Authority staff also recommends amending the Strategic Plan to delay the year of programming from Fiscal Year 2018/19 to Fiscal Year 2019/20 for two existing Prop AA projects that won't be ready to allocate funds this fiscal year, specifically San Francisco Public Works' Potrero Gateway Loop (Pedestrian Safety Improvements) and the Vision Zero Coordinated Pedestrian Safety Improvements project as detailed in Attachment 3; and

WHEREAS, Attachment 4 shows what the amended 2017 Prop K Strategic Plan Programming



and Allocations would look like if the proposed recommendations are approved; and

WHEREAS, At its May 22, 2019 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby programs \$4,140,270 in Prop AA Vehicle Registration Fee Funds to five projects as described in Attachment 2; and be it further

RESOLVED, That the Transportation Authority hereby amends the 2017 Strategic Plan to add the five aforementioned projects and to delay the year of programming from Fiscal Year 2018/19 to Fiscal Year 2019/20 for San Francisco Public Works' Potrero Gateway Loop (Pedestrian Safety Improvements) project and the Vision Zero Coordinated Pedestrian Safety Improvements project as shown in Attachment 4.

Attachments (4):

1. Summary of Applications Received
2. Draft Programming Recommendations
3. Proposed 2017 Prop AA Strategic Plan Amendment – Programming Revisions
4. Proposed 2017 Prop AA Strategic Plan Amendment – Programming and Allocations

Enclosure:

1. Prop AA Project Information Forms (5)

**Attachment 1.
Prop AA 2019 Summary of Applications Received**

Street Repair and Reconstruction Category

| # | Project Name ¹ | Brief Project Description | District(s) | Sponsor ² | Phase(s) | Total Project Cost | Total Prop AA Requested | Fiscal Year funds needed |
|---|--|--|-------------|----------------------|--------------|---------------------|-------------------------|--------------------------|
| 1 | Geary Boulevard Pavement Renovation | Street resurfacing of 28 blocks of Geary Boulevard between Van Ness and Masonic avenues as part of the larger Geary Bus Rapid Transit Phase 1 (Geary Rapid) project. Scope includes demolition, pavement renovation, sidewalk reconstruction, new and retrofitted curb ramps, and related and incidental work. Requested funds would be additional to the \$2,397,129 in Prop AA funds programmed in 2017, to help cover a \$620,000 cost increase from updating construction cost estimates and a \$370,000 funding gap from shifting funds to other projects. Project is anticipated to be open for use by January 2022. | 2, 5 | SFPW | Construction | \$ 6,660,000 | \$ 989,603 | 19/20 |
| 2 | Richmond Residential Streets Pavement Renovation | Street resurfacing of 20 blocks of residential streets in the Richmond District. Scope includes demolition, pavement renovation, sidewalk reconstruction, curb ramp construction and retrofit, and related and incidental work. Potential segments include 6th Avenue from California to Clement; 12th Avenue from California to Geary; 17th Avenue from California to Clement; 22nd Avenue from Anza to Balboa; 24th Avenue from Geary to Anza; 42nd Avenue from Clement\Veterans to Geary\Point Lobos; 43rd Avenue from Clement\Veterans to Point Lobos; 47th Avenue from Balboa to Fulton; Cabrillo Street from 4th Avenue to 5th Avenue; Cabrillo Street from 20th Avenue to 21st Avenue; Cornwall Street from 3rd Avenue to 4th Avenue; Funston Avenue from Lake to Fulton; La Playa from Cabrillo to Fulton; and Lake Street from 12th Avenue to Hwy 1\Park Presidio. SFPW anticipates that construction will start in spring 2021, with all segments open for use by June 2022. | 1 | SFPW | Construction | \$ 3,000,000 | \$ 2,020,000 | 21/22 |
| Street Repair and Reconstruction Category Subtotal | | | | | | \$ 9,660,000 | \$ 3,009,603 | |

**Attachment 1.
Prop AA 2019 Summary of Applications Received**

Pedestrian Safety Category

| # | Project Name ¹ | Brief Project Description | District(s) | Sponsor ² | Phase(s) | Total Project Cost | Total Prop AA Requested | Fiscal Year funds needed |
|---|-------------------------------------|---|-------------|----------------------|----------------------|--------------------|-------------------------|--------------------------|
| 3 | 5th Street Quick Build Improvements | Implement quick and effective safety measures on 5th Street between Townsend and Market streets in the South of Market neighborhood. Improvements include intersection improvements (upgraded crosswalks, advanced limit lines), protected bikeways, and bus boarding islands to facilitate increased pedestrian safety and transit accessibility along the corridor. Northbound bikeways are primarily parking-protected and southbound bikeways are primarily curbside and protected by buffers and delineators. To accommodate the protected bikeways and to increase visibility of pedestrians near intersections, a travel lane and some parking is to be removed. The SFMTA anticipates completing construction by December 2019. | 6 | SFMTA | Construction | \$ 1,980,000 | \$ 1,650,000 | 19/20 |
| 4 | Accessible Pedestrian Signals | Install accessible (audible) pedestrian signals (APS) at 12 existing signalized intersections where members of the public have requested that they be installed. APS assist persons with visual impairments in safely crossing streets at signalized intersections. Of the 12 locations, 7 are in Communities of Concern and 9 are located on the High Injury Network. SFMTA anticipates completing construction by June 2021. | All | SFMTA | Design, Construction | \$ 249,930 | \$ 249,930 | 19/20 |

**Attachment 1.
Prop AA 2019 Summary of Applications Received**

| # | Project Name ¹ | Brief Project Description | District(s) | Sponsor ² | Phase(s) | Total Project Cost | Total Prop AA Requested | Fiscal Year funds needed |
|--|---|--|-------------|----------------------|--------------|---------------------|-------------------------|--------------------------|
| 5 | Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements ("The Hairball") Segments F/G | Requested funds would leverage Neighborhood Transportation Improvement Program Capital funds (Districts 9 and 10) to construct a wider, regraded path with adequate clearance at the highway overpass, and create a safe shared bike and pedestrian path minimizing conflict between users for Segments F and G of the intersection. These segments are located at the intersection's western entrance adjacent to westbound Cesar Chavez Street. Segment F is a shared path through an undeveloped city-owned lot. Segment G is an eastbound pathway on a steep grade under Highway 101's southbound onramp. Prop AA funds would cover a \$368,519 cost increase from the addition of a retaining wall that was determined to be necessary during the design phase of the project. SFPW is ready to put the project out for bid, and anticipates the project would be open for use by March 2020. | 9, 10 | SFPW | Construction | \$ 1,041,859 | \$ 368,519 | 19/20 |
| Pedestrian Safety Category Subtotal | | | | | | \$ 3,271,789 | \$ 2,268,449 | |

**Attachment 1.
Prop AA 2019 Summary of Applications Received**

Transit Reliability and Mobility Improvement Category

| # | Project Name ¹ | Brief Project Description | District(s) | Sponsor ² | Phase(s) | Total Project Cost | Total Prop AA Requested | Fiscal Year funds needed |
|---|--|---|-------------|----------------------|--------------|---------------------|-------------------------|--------------------------|
| 6 | Third Street Transit and Safety Early Implementation | Fast-tracked, early implementation phase of a Muni Forward project to reconfigure traffic and transit-only lanes, relocate and consolidate bus stops, install painted safety zones and new/upgraded crosswalks, and improve signal phasing on Third Street between Townsend and Mission Streets. Improvements will reduce transit delays and improve pedestrian safety. The SFMTA anticipates completing construction by June 2020. | 6 | SFMTA | Construction | \$ 3,200,000 | \$ 700,000 | 19/20 |
| Transit Reliability and Mobility Improvement Category Subtotal | | | | | | \$ 3,200,000 | \$ 700,000 | |

| | Total Project Cost | Total Prop AA Requested |
|--------------|----------------------|-------------------------|
| TOTAL | \$ 29,063,578 | \$ 11,256,104 |

¹ Projects are not listed in priority order. Projects are sorted by category, then fiscal year in which Prop AA funds are needed, then by Sponsor, then by Project Name.
² Sponsor abbreviations include: the San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works (SFPW).

Attachment 2.
2019 Prop AA Call for Projects
Draft Programming Recommendations

Street Repair and Reconstruction Category

| Evaluation Score ¹ | Project Name | Sponsor ² | Phase(s) | Total Project Cost | Prop AA Requested | Recommended Prop AA Programming | Notes |
|---|--|----------------------|--------------|---------------------|---------------------|---------------------------------|---|
| 11 | Geary Boulevard Pavement Renovation | SFPW | Construction | \$ 6,660,000 | \$ 989,603 | \$989,603 | |
| 4.5 | Richmond Residential Streets Pavement Renovation | SFPW | Construction | \$ 3,000,000 | \$ 2,020,000 | \$2,020,000 | Recommendation includes \$1,803 from the Prop AA Capital Reserve. |
| Subtotal | | | | \$ 9,660,000 | \$ 3,009,603 | \$ 3,009,603 | |
| Street Repair and Reconstruction Category Amount Available | | | | | | \$ 3,009,603 | Recommendation includes \$1,803 from the Prop AA Capital Reserve. |

Pedestrian Safety Category

| Evaluation Score ¹ | Project Name | Sponsor ² | Phase(s) | Total Project Cost | Prop AA Requested | Recommended Prop AA Programming | Notes |
|--|---|----------------------|----------------------|---------------------|---------------------|---------------------------------|--|
| 14 | 5th Street Quick Build Improvements | SFMTA | Construction | \$ 1,980,000 | \$ 1,650,000 | \$ 378,372 | Partial funding recommended, including \$128,442 from the Prop AA Capital Reserve. SFMTA will fill the remaining funding gap with Population Based General Fund and/or Prop K funds from the Pedestrian Safety category, including placeholders specifically available for Vision Zero projects. This enables us to also fund the next highest scoring project in this category. |
| 12.5 | Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements ("The Hairball") Segments F/G | SFPW | Construction | \$ 1,041,859 | \$ 368,519 | \$ 368,519 | Full funding recommended with \$368,519 from the Prop AA Capital Reserve |
| 10 | Accessible Pedestrian Signals | SFMTA | Design, Construction | \$ 249,930 | \$ 249,930 | \$ - | We are not recommending Prop AA funds for this project, however Transportation Authority staff will work with SFMTA to identify other funds to advance it, such as Prop K funds from the Signals and Signs or Pedestrian Safety categories. |
| Subtotal | | | | \$ 3,271,789 | \$ 2,268,449 | \$ 746,891 | |
| Pedestrian Safety Category Amount Available | | | | | | \$ 746,891 | Recommendation includes \$498,197 from the Prop AA Capital Reserve. |

**Attachment 2.
2019 Prop AA Call for Projects
Draft Programming Recommendations**

Transit Reliability and Mobility Improvement Category

| Evaluation Score ¹ | Project Name | Sponsor ² | Phase(s) | Total Project Cost | Prop AA Requested | Recommended Prop AA Programming | Notes |
|---|--|----------------------|--------------|---------------------|-------------------|---------------------------------|--|
| 12.5 | Third Street Transit and Safety Early Implementation Project | SFMTA | Construction | \$ 3,200,000 | \$ 700,000 | \$ 383,776 | Partial funding recommended due to request exceeding funds available in this category. Special Condition: SFMTA will have updated construction cost estimates upon completion of design in fall 2019. At that time, SFMTA will consider: identifying funds from a lower priority project to fill any remaining funding gap and/or seek Prop K funds for the pedestrian safety elements of the scope and/or modify the scope to align with available funding since the project is scalable. SFMTA will be required to submit the revised scope, budget, and funding plan to TA staff and the District 6 Supervisor for approval. |
| Subtotal | | | | \$ 3,200,000 | \$ 700,000 | \$ 383,776 | |
| Transit Reliability and Mobility Improvement Category Amount Available | | | | | | \$ 383,776 | Recommendation includes \$90,198 in funds deobligated from projects completed under budget. |

Street Repair and Reconstruction Category

| | Total Project Cost | Prop AA Requested | Recommended Prop AA Programming |
|--------------|----------------------|------------------------------------|---------------------------------|
| TOTAL | \$ 16,131,789 | \$ 5,978,052 | \$ 4,140,270 |
| | | TOTAL Available³ | \$ 4,140,270 |

¹ Projects are sorted by evaluation score from highest ranked to lowest. Maximum possible score varies by category.

² Sponsor abbreviations include the San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works (SFPW).

³ Total available includes programming of the entire \$500,000 Prop AA Capital Reserve.

**Attachment 3.
Proposed 2017 Prop AA Strategic Plan Amendment - Programming Revisions**

| District | Project Name | Phase | Sponsor | Fiscal Year Programmed | Amount | Recommendation |
|--------------------------|--|----------------------|---------|-------------------------------|------------|---|
| Pedestrian Safety | | | | | | |
| 10 | Potrero Gateway Loop (Pedestrian Safety Improvements) | Design, Construction | SFPW | 2018/19 2019/20 | \$ 300,000 | Proposed amendment to delay programming of funds to Fiscal Year 2019/20. Project is delayed due to prolonged negotiations with design contractor and coordination with multiple agencies. SFPW plans to request design funds (\$80,000) and construction funds (\$220,000) in Fiscal Year 2019/20. Project is anticipated to be open for use by June 2021, 24 months after initial open for use date. |
| 6 | Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) | Construction | SFPW | 2018/19 2019/20 | \$ 700,000 | Proposed amendment to delay programming of funds to Fiscal Year 2019/20. Project is delayed due to coordination with the SFMTA for the bulbouts at Taylor and Turk, which will now be constructed as part of the SFMTA's Safer Taylor project. This project is anticipated to be advertised for construction in September 2019. Project is anticipated to be open for use by December 2020, 24 months after initial open for use date. |

**Attachment 4. Proposed 2017 Prop AA Strategic Plan Amendment
Programming and Allocations
Pending 6/25/2019**

| Project Name | Phase | Sponsor | Fiscal Year 2017/18 | Fiscal Year 2018/19 | Fiscal Year 2019/20 | Fiscal Year 2020/21 | Fiscal Year 2021/22 | 5-Year Total |
|---|-------------------------|---------|------------------------|------------------------|------------------------|------------------------|------------------------|----------------------|
| Street Repair and Reconstruction | | | | | | | | |
| Funds Available in Category | | | \$ 3,335,678 | \$ 2,943,597 | \$ 2,188,071 | \$ 2,188,071 | \$ 2,188,071 | \$ 12,843,488 |
| Geary Boulevard Pavement Renovation ¹ | Construction | SFPW | | | \$ 2,397,129 | | | \$ 2,397,129 |
| Geary Boulevard Pavement Renovation ² | Construction | SFPW | | | \$ 989,603 | | | \$ 989,603 |
| Richmond Residential Streets Pavement Renovation ² | Construction | SFPW | | | | \$ 2,020,000 | | \$ 2,020,000 |
| 23rd St, Dolores St, York St and Hampshire St Pavement Renovation ¹ | Construction | SFPW | | | \$ 2,397,129 | | | \$ 2,397,129 |
| Mission Street Transit and Pavement Improvement | Construction | SFPW | | | | \$ 2,397,129 | | \$ 2,397,129 |
| Fillmore Street Pavement Renovation | Construction | SFPW | | | | | \$ 2,397,129 | \$ 2,397,129 |
| Subtotal Programmed to Category | 49.5% | | \$ - | \$ - | \$ 5,783,861 | \$ 4,417,129 | \$ 2,397,129 | \$ 12,598,119 |
| Cumulative Remaining Capacity | | | \$ 3,335,678 | \$ 6,279,276 | \$ 2,683,485 | \$ 454,427 | \$ 245,369 | \$ 245,369 |
| Pedestrian Safety | | | | | | | | |
| Funds Available in Category | | | \$ 1,446,821 | \$ 1,276,760 | \$ 949,057 | \$ 949,057 | \$ 949,057 | \$ 5,570,750 |
| Haight Street Streetscape (Pedestrian Lighting) | Construction | SFPW | \$ 2,052,000 | | | | | \$ 2,052,000 |
| Potrero Gateway Loop (Pedestrian Safety Improvements) ^{1,2} | Design, Construction | SFPW | | | \$ 300,000 | | | \$ 300,000 |
| Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) ^{1,2} | Construction | SFPW | | | \$ 700,000 | | | \$ 700,000 |
| Arguello Boulevard Traffic Signal Upgrade | Construction | SFMTA | | \$ 655,000 | | | | \$ 655,000 |
| 5th Street Quick Build Improvements ² | Construction | SFMTA | | | \$ 378,372 | | | \$ 378,372 |
| Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements Segments F/G ² | Construction | SFMTA | | | \$ 368,519 | | | \$ 368,519 |
| Bulb-outs at WalkFirst Locations ¹ | Construction | SFMTA | | | \$ 500,000 | | | \$ 500,000 |
| Western Addition Transportation Plan Implementation (Pedestrian Lighting) ¹ | Construction | SFPW | | | \$ 986,928 | | | \$ 986,928 |
| Subtotal Programmed to Category | 25.7% | | \$ 2,052,000 | \$ 655,000 | \$ 3,233,819 | \$ - | \$ - | \$ 5,940,819 |
| Cumulative Remaining Capacity | | | \$ (605,179) | \$ 16,581 | \$ (2,268,182) | \$ (1,319,125) | \$ (370,069) | \$ (370,069) |
| Transit Reliability and Mobility Improvements | | | | | | | | |
| Funds Available in Category | | | \$ 2,218,457 | \$ 1,957,696 | \$ 1,455,219 | \$ 1,455,219 | \$ 1,455,219 | \$ 8,541,810 |
| Muni Metro Station Enhancements - Phase 1 | Construction | SFMTA | \$ 2,465,316 | | | | | \$ 2,465,316 |
| Muni Metro Station Enhancements - Phase 2 | Construction | SFMTA | | | \$ 3,503,099 | | | \$ 3,503,099 |
| Third Street Transit and Safety Early Implementation Project ² | Construction | SFMTA | | | \$ 383,776 | | | \$ 383,776 |
| Transit Stop Enhancement Program | Design, Construction | SFMTA | | | | \$ 2,064,919 | | \$ 2,064,919 |
| Subtotal Programmed to Category | 24.8% | | \$ 2,465,316 | \$ - | \$ 3,886,875 | \$ 2,064,919 | \$ - | \$ 8,417,110 |
| Cumulative Remaining Capacity | | | \$ (246,859) | \$ 1,710,838 | \$ (720,819) | \$ (1,330,519) | \$ 124,700 | \$ 124,700 |
| Total Available Funds | | | \$ 7,000,957 | \$ 6,178,053 | \$ 4,592,346 | \$ 4,592,346 | \$ 4,592,346 | \$ 26,956,048 |
| Total Programmed | | | \$ 4,517,316 | \$ 655,000 | \$ 12,904,555 | \$ 6,482,048 | \$ 2,397,129 | \$ 26,956,048 |
| Cumulative Remaining Capacity | | | \$ 2,483,641 | \$ 8,006,694 | \$ (305,515) | \$ (2,195,217) | \$ 0 | |

Programming Recommendation Allocated Pending allocation

Notes

¹ Comprehensive 2017 Strategic Plan Amendment (Res 19-48, approved 03/19/2019).

² Comprehensive 2017 Strategic Plan Amendment (Res XX-XX, approved xx/xx/xxxx).

Attachment 4. Proposed 2017 Prop AA Strategic Plan Amendment

Cash Flow

Pending 6/25/2019

| Project Name | Phase | Fiscal Year 2017/18 | Fiscal Year 2018/19 | Fiscal Year 2019/20 | Fiscal Year 2020/21 | Fiscal Year 2021/22 | Fiscal Year 2022/23 | Fiscal Year 2023/24 | Total |
|---|-------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|---------------|
| Street Repair and Reconstruction | | | | | | | | | |
| Funds Available in Category | | \$ 3,335,678 | \$ 2,943,597 | \$ 2,188,071 | \$ 2,188,071 | \$ 2,188,071 | | | \$ 12,843,488 |
| Geary Boulevard Pavement Renovation1 | Construction | | | \$ 719,139 | \$ 1,677,990 | | | | \$ 2,397,129 |
| Geary Boulevard Pavement Renovation2 | Construction | | | \$ 296,881 | \$ 184,712 | \$ 508,010 | | | |
| Richmond Residential Streets Pavement Renovation2 | Construction | | | | | \$ 2,020,000 | | | \$ 2,020,000 |
| 23rd St, Dolores St, York St and Hampshire St Pavement Renovation1 | Construction | | | \$ 750,000 | \$ 1,647,129 | | | | \$ 2,397,129 |
| Mission Street Transit and Pavement Improvement | Construction | | | | | \$ 1,198,565 | \$ 1,198,564 | | \$ 2,397,129 |
| Fillmore Street Pavement Renovation | Construction | | | | | \$ 480,000 | \$ 1,437,129 | \$ 480,000 | \$ 2,397,129 |
| Cash Flow Subtotal | | \$ - | \$ - | \$ 1,766,020 | \$ 3,509,831 | \$ 4,206,575 | \$ 2,635,693 | \$ 480,000 | \$ 12,598,119 |
| Cumulative Remaining Capacity | | \$ 3,335,678 | \$ 6,279,276 | \$ 6,701,326 | \$ 5,379,566 | \$ 3,361,062 | \$ 725,369 | \$ 245,369 | \$ 245,369 |
| Pedestrian Safety | | | | | | | | | |
| Funds Available in Category | | \$ 1,446,821 | \$ 1,276,760 | \$ 949,057 | \$ 949,057 | \$ 949,057 | | | \$ 5,570,750 |
| Haight Street Streetscape (Pedestrian Lighting) | Construction | \$ 500,000 | \$ 1,050,000 | \$ 502,000 | | | | | \$ 2,052,000 |
| Potrero Gateway Loop (Pedestrian Safety Improvements)1, 2 | Design, Construction | | | \$ 80,000 | \$ 220,000 | | | | \$ 300,000 |
| Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)1, 2 | Construction | | | \$ 500,000 | \$ 200,000 | | | | \$ 700,000 |
| Arguello Boulevard Traffic Signal Upgrade | Construction | | \$ 655,000 | | | | | | \$ 655,000 |
| 5th Street Quick Build Improvements2 | Construction | | | \$ 378,372 | | | | | |
| Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements Segments F/G2 | Construction | | | \$ 368,519 | | | | | |
| Bulb-outs at WalkFirst Locations1 | Construction | | | \$ 250,000 | \$ 250,000 | | | | \$ 500,000 |
| Western Addition Transportation Plan Implementation (Pedestrian Lighting)1 | Construction | | | \$ 100,000 | \$ 886,928 | | | | \$ 986,928 |
| Cash Flow Subtotal | | \$ 500,000 | \$ 1,705,000 | \$ 2,178,891 | \$ 1,556,928 | \$ - | \$ - | \$ - | \$ 5,940,819 |
| Cumulative Remaining Capacity | | \$ 946,821 | \$ 518,581 | \$ (711,254) | \$ (1,319,125) | \$ (370,069) | \$ (370,069) | \$ (370,069) | \$ (370,069) |
| Transit Reliability and Mobility Improvements | | | | | | | | | |
| Funds Available in Category | | \$ 2,218,457 | \$ 1,957,696 | \$ 1,455,219 | \$ 1,455,219 | \$ 1,455,219 | | | \$ 8,541,810 |
| Muni Metro Station Enhancements - Phase 1 | Construction | \$ 1,232,658 | \$ 1,232,658 | | | | | | \$ 2,465,316 |
| Muni Metro Station Enhancements - Phase 2 | Construction | | | \$ 600,000 | \$ 1,650,000 | \$ 1,253,099 | | | \$ 3,503,099 |
| Third Street Transit and Safety Early Implementation Project2 | Construction | | | \$ 383,776 | | | | | \$ 383,776 |
| Transit Stop Enhancement Program | Design, Construction | | | | \$ 690,000 | \$ 650,000 | \$ 624,919 | \$ 100,000 | \$ 2,064,919 |
| Cash Flow Subtotal | | \$ 1,232,658 | \$ 1,232,658 | \$ 983,776 | \$ 2,340,000 | \$ 1,903,099 | \$ 624,919 | \$ 100,000 | \$ 8,417,110 |
| Cumulative Remaining Capacity | | \$ 985,799 | \$ 1,710,838 | \$ 2,182,280 | \$ 1,297,499 | \$ 849,619 | \$ 224,700 | \$ 124,700 | \$ 124,700 |
| Total Available Funds | | \$ 7,000,957 | \$ 6,178,053 | \$ 4,592,346 | \$ 4,592,346 | \$ 4,592,346 | | | \$ 26,956,048 |
| Total Cashflow | | \$ 1,732,658 | \$ 2,937,658 | \$ 4,928,687 | \$ 7,406,759 | \$ 6,109,674 | \$ 3,260,612 | \$ 580,000 | \$ 26,956,048 |
| Cumulative Remaining Capacity | | \$ 5,268,299 | \$ 8,508,694 | \$ 8,172,353 | \$ 5,357,940 | \$ 3,840,612 | \$ 580,000 | \$ 0 | |



Memorandum

Date: May 17, 2019
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 6/11/2019 Board Meeting: Program \$4,140,270 in Prop AA Vehicle Registration Fee Funds to Five Projects and Amend the 2017 Prop AA Strategic Plan

RECOMMENDATION Information Action

Program \$762,148 in Prop AA funds to the San Francisco Municipal Transportation Agency (SFMTA) for two projects:

- 5th Street Quick Build Improvements (\$378,372)
- Third Street Transit and Safety Early Implementation (\$383,776)

Program \$3,378,122 in Prop AA funds to San Francisco Public Works (SFPW) for three projects:

- Geary Boulevard Pavement Renovation (\$989,603)
- Richmond Residential Streets Pavement Renovation (\$2,020,000)
- Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements (“The Hairball”) Segments F/G (\$368,519)

Amend the 2017 Prop AA Strategic Plan

SUMMARY

On March 25, 2019, we released a call for projects for an estimated \$3.55 million in Prop AA Vehicle Registration Fee funds. By the April 26, 2019 deadline we received six requests totaling \$5,978,052. Attachment 1 lists the requests, including a brief description and supervisorial district(s) for each project. Attachment 2 contains our programming recommendations, which include full fund for three projects and partial funding for two projects with the \$4,140,270 currently available for projects. We increased the amount available to program to projects by working with SFMTA to de-obligate funds from a project completed under budget and by releasing the \$500,000 Prop AA Capital Reserve. The proposed 2017 Strategic Plan amendment would incorporate the recommended projects into the relevant Prop AA 5-Year Prioritization Programs (5YPP), as well as delay existing programming for two projects that do not anticipate being able to allocate funds in Fiscal Year 2018/19, as described in Attachment 3.

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

DISCUSSION

Background. In November 2010, San Francisco voters approved Prop AA, authorizing the Transportation Authority to collect an additional \$10 vehicle registration fee on motor vehicles registered in San Francisco to fund transportation improvements in the following three categories, with revenues split as indicated by the percentages: Street Repair and Reconstruction – 50%, Pedestrian Safety – 25%, and Transit Reliability and Mobility Improvements – 25%. Given its small size – less than \$5 million in annual revenues – one of Prop AA’s guiding principles is to focus on small, high-impact projects that will provide tangible benefits to the public in the short-term. Thus, Prop AA only funds design and construction phases of projects and places a strong emphasis on timely use of funds. Correspondingly, Prop AA Strategic Plan policies allow for periodic calls for projects to reprogram cost savings or funds from programmed projects that failed to request funds in a timely manner.

The Prop AA Expenditure Plan requires development of a Strategic Plan to guide the implementation of the program and specifies that the Strategic Plan include a 5-Year Prioritization Program, or 5YPP, for each of the Expenditure Plan categories as a prerequisite for allocation of funds. The intent of the 5YPP requirement is to provide the Board, the public, and Prop AA project sponsors with a clear understanding of how projects are prioritized for funding.

In March 2019, the Board approved an amendment to the 2017 Prop AA Strategic Plan to update the fiscal year of programming for projects that were delayed and to add a prioritization criterion to give priority to projects that directly benefit disadvantaged communities. At that time, we updated the Board about our intent to release a call for projects to program an estimated \$3.55 million in Prop AA funds available from a reserve in the Street Repair and Reconstruction category, de-obligated funds from projects completed under budget, higher than anticipated revenues, interest earnings, and release of unused administrative allowance.

Call for Projects: On March 25, 2019, we issued a call for projects for approximately \$3.55 million in Prop AA funds. By the April 26, 2019 deadline we had received six applications requesting \$5,978,052 in Prop AA funds. Attachment 1 summarizes the applications received. Additional project detail is provided in the enclosed Project Information Forms.

Funds Available: In order to fund as many projects as possible, we are recommending releasing the \$500,000 Prop AA Capital Reserve and making these funds available for projects. While Prop AA is a pay-as-you-go program, we believe that our conservative programming approach, the use of cash flow reimbursement schedules, and the program’s history of stable revenues make the \$500,000 Prop AA Capital Reserve unnecessary as a short-term buffer against fluctuations in revenues. In addition, the Prop AA program has a fund balance of \$16.5 million due to the recent slow pace of allocation and reimbursement requests, making it unlikely that the Capital Reserve will be required in the next few years. We plan to replenish the Capital Reserve, set at 10% of annual revenues, when we next update the Prop AA Strategic Plan in 2021.

Available Prop AA funds are shown in Table 1 below.

Table 1. Prop AA Funds Available

| | |
|---|-------------|
| Call for Projects Amount | \$3,550,072 |
| Release of Capital Reserve | \$500,000 |
| Cost Savings from One Project Completed Under Budget ¹ | \$90,198 |

| | |
|---|-------------|
| Total Currently Available for Programming | \$4,140,270 |
|---|-------------|

¹Cost savings are from the SFMTA's City College Pedestrian Connector project.

Project Evaluation Process: We developed the draft programming recommendation based upon project information submitted in response to the Prop AA call for projects, application of the Board-adopted prioritization criteria, and follow-up communications with sponsors to clarify and seek additional project information as needed. We first screened project submissions for eligibility and determined that all six projects were eligible for Prop AA funding. We then evaluated the projects using program-wide prioritization criteria such as project readiness, community support, and construction coordination opportunities, and category specific criteria such as whether projects seeking funds from the Pedestrian Safety category are located on the High Injury Network or directly improve access to transit, schools, or Communities of Concern.

Draft Recommendations: Our recommendation is to fully fund three projects and partially fund two projects, as described in Attachment 2. The notes also indicate how we are working with project sponsors to identify other funds for projects that were not fully funded.

Strategic Plan Amendment: The proposed Strategic Plan Amendment would add the five projects recommended for funding to the 2017 Strategic Plan. It would also delay the year of programming for the SFPW's Potrero Gateway Loop (Pedestrian Safety Improvements) and the Vision Zero Coordinated Pedestrian Safety Improvements projects from Fiscal Year 2018/19 to Fiscal Year 2019/20. An explanation for the project delivery delay and updated schedule information for both projects is described in Attachment 3.

Attachment 4 shows what the amended 2017 Prop K Strategic Plan Programming and Allocations would look like if the proposed recommendations are approved.

FINANCIAL IMPACT

There are no impacts to the Transportation Authority's proposed Fiscal Year 2019/20 budget associated with the recommended action. Allocations of Prop AA funds are the subject of separate Board actions.

CAC POSITION

The CAC was briefed on this item at its May 22, 2019 meeting and unanimously adopted a motion of support for staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received

Attachment 2 – Draft Programming Recommendations

Attachment 3 – Proposed 2017 Prop AA Strategic Plan Amendment – Programming Revisions

Attachment 4 – Proposed 2017 Prop AA Strategic Plan Amendment – Programming and Allocations

Enclosure – Project Information Forms (5)