



RESOLUTION ALLOCATING \$10,645,271 AND APPROPRIATING \$60,000 IN PROP K SALES TAX FUNDS, WITH CONDITIONS, AND ALLOCATING \$3,664,159 IN PROP AA VEHICLE REGISTRATION FEE FUNDS, WITH CONDITIONS, FOR NINE REQUESTS

WHEREAS, The Transportation Authority received nine requests for a total of \$10,705,271 in Prop K local transportation sales tax funds and \$3,664,159 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Guideways - Caltrain, Guideways - Undesignated, Upgrades to Major Arterials, Signals and Signs, Traffic Calming, and Bicycle Circulation and Safety, and from the Transit Reliability and Mobility Improvements category of the Prop AA Expenditure Plan; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a Prop K or Prop AA 5-Year Prioritization Program (5YPP) for each of the aforementioned Expenditure Plan programmatic categories; and

WHEREAS, Seven of the requests are consistent with the relevant strategic plan and/or 5YPPs for their respective categories; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for 6th Street Pedestrian Safety requires a cost-neutral amendment of the Traffic Calming 5YPP to accommodate the requested cash flow, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and

WHEREAS, The SFMTA's request for the Slow Streets Program requires amendments to the Traffic Calming and Bicycle Circulation and Safety 5YPPs to reprogram funds from the Vision Zero Quick-Build Program Implementation placeholder and the Citywide Neighborways placeholder, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and



WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$10,645,271 and appropriating \$60,000 in Prop K Sales Tax Funds, with conditions, and Allocating \$3,664,159 in Prop AA Vehicle Registration Fee Funds, with conditions, for nine projects, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K and Prop AA allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's proposed Fiscal Year 2020/21 annual budget to cover the proposed actions; and

WHEREAS, At its September 2, 2020 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation with the allocation for the SFMTA's Slow Streets Program conditioned upon the SFMTA treating the current treatment along Jones Street in the Tenderloin in the same way as the streets included in its Slow Streets Program with regard to installing more durable measures and performing ongoing maintenance, and requiring the SFMTA to prepare a plan to identify Slow Streets or similar treatments in Districts 6 and 7; now, therefore, let it be

RESOLVED, That the Transportation Authority hereby amends the Prop K Traffic Calming and Bicycle Circulation and Safety 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$10,645,271 and appropriates \$60,000 in Prop K Sales Tax Funds, with conditions, and allocates \$3,664,159 in Prop AA Vehicle Registration Fee Funds, with conditions, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual



expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the Prop K and Prop AA Strategic Plans and the relevant 5YPPs are hereby amended, as appropriate.

Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K and Prop AA Allocation Summaries - FY 2020/21

Enclosure:

1. Prop K/Prop AA Allocation Request Forms (9)

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	22P	PCJPB	Marin Street and Napoleon Avenue Bridges Rehabilitation	\$ 180,624		\$ 13,843,365	78%	99%	Construction	10
Prop K Prop AA	22U / Transit	SFMTA	L-Taraval Transit Enhancements (Segment B) - Additional Funds	\$ 4,055,032	\$ 3,664,159	\$ 66,459,011	78%	94%	Construction	4, 7
Prop K	30	SFMTA	Fulton Street Safety [NTIP Capital]	\$ 236,215		\$ 236,215	83%	0%	Construction	1
Prop K	33	SFMTA	Clay & Grant and Stockton & Sutter Conduits and Signal Modifications	\$ 420,000		\$ 420,000	41%	0%	Construction	3
Prop K	38	SFMTA	Bayview Community Based Transportation Plan Implementation	\$ 180,000		\$ 283,000	51%	36%	Design	10
Prop K	38	SFMTA	6th Street Pedestrian Safety	\$ 4,000,000		\$ 19,226,200	51%	79%	Construction	6
Prop K	39	SFMTA	Short-term Bike Parking	\$ 398,000		\$ 1,173,481	28%	66%	Construction	Citywide
Prop K	38, 39	SFMTA	Slow Streets Program	\$ 1,175,400		\$ 1,175,400	44%	0%	Construction	1, 2, 3, 4, 5, 7, 8, 9, 10, 11
Prop K	44	SFCTA	Golden Gate Park Sustainable Travel Study [NTIP Planning]	\$ 60,000		\$ 60,000	40%	0%	Planning	1, 4, 5
TOTAL				\$ 10,705,271	\$ 3,664,159	\$ 102,876,672	71%	90%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronyms: PCJPB (Peninsula Counties Joint Powers Board); SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency)

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs in that category, and Prop K should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
22P	PCJPB	Marin Street and Napoleon Avenue Bridges Rehabilitation	\$ 180,624		Address structural deficiencies by retrofitting or replacing bridge structural elements to extend the useful life of the structures. The project also addresses trespasser encampments and illegal dumping through additional fencing and potential installation of fill material that still allows access to the bridge superstructure for inspections and repairs.
22U / Transit	SFMTA	L-Taraval Transit Enhancements (Segment B) - Additional Funds	\$ 4,055,032	\$ 3,664,159	<p>Replace light rail track and overhead contact system components along the L-Taraval light rail line, between West Portal and Sunset Blvd. This project is part of a larger set of transit and street improvements including transit stop placement optimization, sewer and water system infrastructure upgrades, bus bulbs and boarding islands, pedestrian improvements, street resurfacing, installation of traffic signals, and traffic and turn lane modifications to improve safety, reduce travel time, and improve reliability on the L-Taraval corridor. SFMTA anticipates the project will be open for use in Fall 2023.</p> <p>The Board previously approved \$11.2 million in Prop K funds for this project in December 2018 with an intent to allocate \$4,055,032 in additional Prop K funds in Fiscal Year 2019/20. Allocation of \$3,664,159 in Prop AA funds is conditioned upon Board approval of the Prop AA program of projects selected through the recent call for projects, which is a separate item on the September Board meeting agenda. Prop AA funds are requested in lieu of Regional Measure 3 funds originally planned to help fully fund the project.</p>
30	SFMTA	Fulton Street Safety [NTIP Capital]	\$ 236,215		<p>This request will fund the implementation of recommendations from the Fulton Street Safety [NTIP Planning] project for safety improvements along 3 miles of Fulton Street between Stanyan and La Playa Streets along the border of Golden Gate Park, segments of which are located on the High Injury Network. Improvements include adding and extending daylighting at crosswalks at 34 intersections, implementing painted safety zones at 14 locations, adding signalized bike connections to Golden Gate Park at 10th and 22nd Avenues, paving an existing dirt path in Golden Gate Park at 22nd Avenue, and installing a westbound speed radar sign approaching 41st Avenue. See pages 32 & 33 of the enclosure for more details on the locations of each treatment. SFMTA expects the project to be open for use by March 2021.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
33	SFMTA	Clay & Grant and Stockton & Sutter Conduits and Signal Modifications	\$ 420,000		Install traffic signal conduits, pole foundations and poles, upgraded vehicular signals with higher visibility, and pedestrian countdown signals at the intersections of Clay and Grant Streets and Stockton and Sutter Streets. SFPW will lead the construction phase and incorporate this scope into a sub-sidewalk basement curb ramp project. Project is expected to be open for use by Fall 2021.
38	SFMTA	Bayview Community Based Transportation Plan Implementation	\$ 180,000		Design pedestrian safety improvements at high priority locations as recommended in the Bayview Community Based Transportation Plan. Safety improvements include two Rectangular Rapid Flashing Beacons at the intersections of Innes Avenue/Arelious Walker and Williams Avenue/Apollo Street and up to nine bulbouts at locations to be confirmed by the District 10 Supervisor and community stakeholders. Potential locations are shown on page 53 of the enclosure. SFMTA anticipates the design phase to be completed by December 2021.
38	SFMTA	6th Street Pedestrian Safety	\$ 4,000,000		Improve safety for all street users, and create safe and inviting public space by constructing a series of treatments on the High Injury Network corridor of 6th Street between Market Street and Brannan Street in the South of Market neighborhood. The project includes widened sidewalks, corner bulbouts, installation of traffic signals, marked crosswalks, and a lane reduction. SFMTA anticipates that the project will be open for use by Spring 2023.
39	SFMTA	Short-term Bike Parking	\$ 398,000		Requested Prop K funds will leverage TFCA funds approved by the Board in July 2020 to site, legislate, and install 1,420 bike racks (2,840 bike parking spaces) throughout San Francisco. Site selection will respond to requests for racks as well as proactive siting of racks in under-served areas. Project will encourage more people to use a non-motorized mode of travel, knowing they will have a secure place to lock their personal bike, bikeshare bike or scooter, thus shifting trips away from motor vehicles and reducing emissions. Members of the public may request a bike rack by calling 311. SFMTA anticipates that all racks will be installed by June 2022.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
38, 39	SFMTA	Slow Streets Program	\$ 1,175,400		<p>The SFMTA requests funds to convert the Slow Streets implemented on 17 residential streets from temporary to more permanent by replacing temporary barricades with more durable materials fixed in the roadway to reduce ongoing maintenance while continuing to provide needed space for socially distanced walking and biking. SFMTA will also use the requested funds to implement Slow Streets on 14 additional corridors as well as to conduct surveys and traffic counts before and after implementation to evaluate the effectiveness of the improvements. The durable materials will include flexible delineators in various configurations to reduce the width of intersections and discourage through traffic along Slow Streets, along with pedestrian-scale and roadway signage indicating the shared nature of these streets. See page 100 of the enclosure for the list of Slow Streets corridors. Slow Streets have grown to become an element of the city's infrastructure that can support economic recovery and the buildout of a comfortable and safe citywide bicycle network. Project will be open for use by Spring 2022.</p>
44	SFCTA	Golden Gate Park Sustainable Travel Study [NTIP Planning]	\$ 60,000		<p>At the request of Commissioner Fewer, the Transportation Authority will use requested funds to convene a working group of city agencies, public institutions, and community groups to review the current closure of JFK Drive in Golden Gate Park to vehicles, and identify and address transportation needs. This would be conducted over the course of three number of meetings that would be used to identify concerns, provide a transparent analysis of those concerns, and develop consensus on the long-term strategy for the closure (continue, modify or terminate). Project team will present the final study report to the Board in early 2021.</p>
TOTAL			\$10,705,271	\$3,664,159	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
22P	PCJPB	Marin Street and Napoleon Avenue Bridges Rehabilitation	\$ 180,624	\$ -	Recommendation is to allocate funds deobligated from previous projects completed under budget. The San Francisco member share contribution to Caltrain's FY2020/21 capital budget will be presented to the Board in Fall 2020.
22U / Transit	SFMTA	L-Taraval Transit Enhancements (Segment B) - Additional Funds	\$ 4,055,032	\$ 3,664,159	<p>Special Condition: Allocation of \$3,664,159 in Prop AA funds is conditioned upon Board approval of the Prop AA programming recommendations for the recent call for projects, which is a separate item on the September 2020 Board meeting agenda.</p> <p>Allocation of \$4,055,032 in Prop K funds fulfills the Intent to Allocate approved by the Board in December 2018.</p>
30	SFMTA	Fulton Street Safety [NTIP Capital]	\$ 236,215		
33	SFMTA	Clay & Grant and Stockton & Sutter Conduits and Signal Modifications	\$ 420,000		
38	SFMTA	Bayview Community Based Transportation Plan Implementation	\$ 180,000		Special Condition: The Transportation Authority will not reimburse expenses for the design of the bulbouts until the intersection locations are confirmed by the District Supervisor.
38	SFMTA	6th Street Pedestrian Safety	\$ 4,000,000		5-Year Prioritization Program (5YPP) Amendment: Our recommendation is conditioned upon a cost-neutral amendment to the Traffic Calming 5YPP to accommodate SFMTA's requested cash flow for the project. See enclosed Allocation Request Form for details.
39	SFMTA	Short-term Bike Parking	\$ 398,000		
38, 39	SFMTA	Slow Streets Program	\$ 1,175,400		5YPP Amendment: Our recommendation is conditioned upon an amendment to the Traffic Calming and Bicycle Circulation/Safety 5YPPs. See enclosed Allocation Request Form for details.
44	SFCTA	Golden Gate Park Sustainable Travel Study [NTIP Planning]	\$ 60,000	\$ -	

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
TOTAL			\$10,705,271	\$3,664,159	

¹ See Attachment 1 for footnotes.

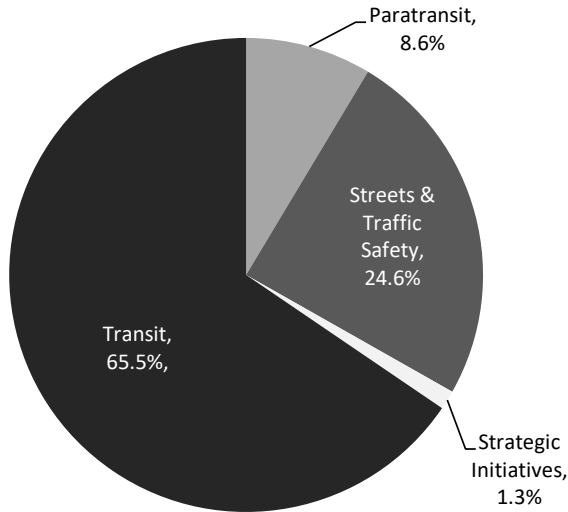
Attachment 4.
Prop K Allocation Summary - FY2020/21
Prop AA Allocation Summary - FY2020/21

PROP K SALES TAX

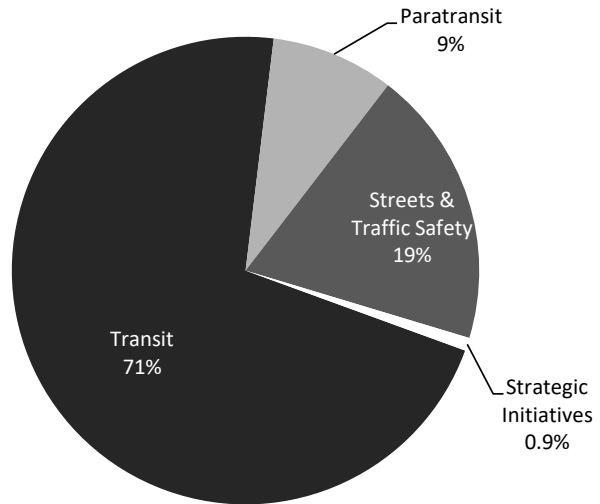
FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 15,154,679	\$ 11,761,316	\$ 3,318,363	\$ 75,000	\$ -	\$ -	\$ -
Current Request(s)	\$ 10,705,271	\$ 1,539,473	\$ 4,341,060	\$ 3,647,326	\$ 1,177,412	\$ -	\$ -
New Total Allocations	\$ 25,859,950	\$ 13,300,789	\$ 7,659,423	\$ 3,722,326	\$ 1,177,412	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2020/21 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

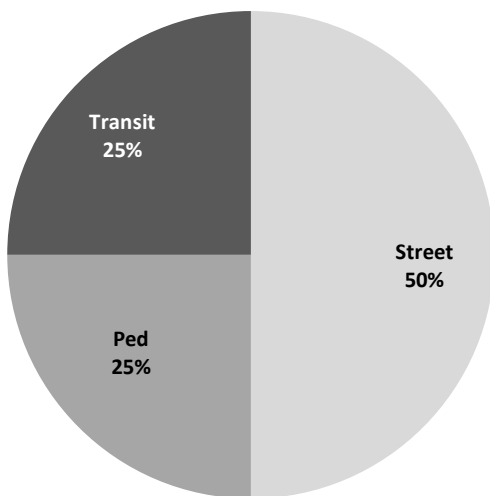


PROP AA VEHICLE REGISTRATION FEE

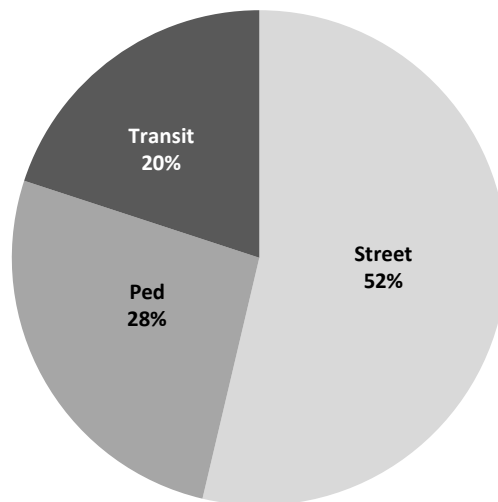
FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	\$ 1,043,898	\$ 521,949	\$ 521,949	\$ -	\$ -	\$ -
Current Request(s)	\$ 3,664,159	\$ 1,832,080	\$ 1,832,080	\$ -	\$ -	\$ -
New Total Allocations	\$ 4,708,057	\$ 2,354,029	\$ 2,354,029	\$ -	\$ -	\$ -

The above table shows total cash flow for all FY 2020/210 allocations approved to date, along with the current recommended allocation(s).

Investment Commitments, per Prop AA Expenditure Plan



Prop AA Investments To Date





Memorandum

AGENDA ITEM 8

DATE: September 11, 2020

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 9/22/2020 Board Meeting: Allocate \$10,645,271 and Appropriate \$60,000 in Prop K Sales Tax Funds, with Conditions, and Allocate \$3,664,159 in Prop AA Vehicle Registration Fee Funds, with Conditions, for Nine Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$180,624 in Prop K funds to the Peninsula Corridor Joint Powers Board (Caltrain) for:</p> <ol style="list-style-type: none"> 1. Marin Street and Napoleon Avenue Bridges Rehabilitation <p>Allocate \$10,464,647 in Prop K funds and \$3,664,159 in Prop AA funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 2. L-Taraval Transit Enhancements (Segment B) - Additional Funds (\$4,055,032 Prop K, \$3,664,159 Prop AA) 3. Fulton Street Safety [NTIP Capital] (\$236,215) 4. Clay & Grant and Stockton & Sutter Conduits and Signal Modifications (\$420,000) 5. Bayview Community Based Transportation Plan Implementation (\$180,000) 6. 6th Street Pedestrian Safety (\$4,000,000) 7. Short-term Bike Parking (\$398,000) 8. Slow Streets Program (\$1,175,400) <p>Appropriate \$60,000 in Prop K funds for:</p> <ol style="list-style-type: none"> 9. Golden Gate Park Sustainable Travel Study [NTIP Planning] <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s) for the projects. Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan.



Attachment 2 includes 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 \$10,705,271 in Prop K funds and allocate \$3,664,159 in Prop AA 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 approved Prop K and Prop AA Fiscal Year 2020/21 allocations 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 approved provisional three-month Fiscal Year 2020/21 budget to accommodate the recommended action. Furthermore, sufficient funds will be included in the proposed Fiscal Year 2020/21 annual budget and in future budgets to cover the recommended cash flow distributions for those respective fiscal years.

CAC POSITION

The CAC considered this item at its September 2, 2020 meeting and noted that the Prop K request for the SFMTA's Slow Streets Program did not include any streets in District 6 or District 7. The District 6 CAC representative moved to amend the item to condition the SFMTA's Slow Streets Program allocation upon the SFMTA treating the current treatment along Jones Street in the Tenderloin in the same way as the streets included in its Slow Streets Program with regard to installing more durable measures and performing ongoing maintenance, and requiring the SFMTA to prepare a plan to identify Slow Streets or similar treatments in Districts 6 and 7. The CAC adopted a motion of support for the item with the aforementioned amendments.

At the CAC meeting, Shannon Hake, SFMTA, explained that Slow Streets were part of the City's COVID emergency response. She listed a number of criteria for the program, which was targeted to residential streets with two lanes of traffic, one in each direction; without a series of signalized intersections; without conflicts with Muni Service, commercial loading zones, emergency response routes; and don't have steep slopes. She said that as a result not all streets were suitable for inclusion in the program but that doesn't mean they are not suitable for other improvements. Ms. Hake pointed out that in the Tenderloin there was an alternative program, "Tenderloin Community Streets," which had been developed to address pedestrian safety issues, including treatments similar to the Slow Streets program. She emphasized that the lack of Slow Streets in Districts 6 and 7 is not intentional and that SMTA had tried many different streets which have had unexpected access conflicts. She emphasized that the program is not over and encouraged CAC members and others with suggestions for other Slow Streets to contact the SFMTA.



SUPPLEMENTAL MATERIALS

- Attachment 1 -Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 -Prop K/AA Allocation Summaries - FY 2020/21
- Enclosure - Allocation Request Forms (9)