



Memorandum

AGENDA ITEM 6

DATE: September 18, 2020

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 10/20/2020 Board Meeting: Allocate \$5,897,303 in Prop K Sales Tax Funds, \$378,372 in Prop AA Vehicle Registration Fee Funds, and \$2,505,686 in Traffic Congestion Mitigation Tax (TNC Tax) Funds, with Conditions, for Five Requests

| | |
|---|---|
| <p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$4,926,278 in Prop K funds and \$2,505,686 in TNC Tax funds to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 1. Replace 28 Paratransit Vans (\$1,156,151) 2. Upper Market Street Safety Improvements (\$2,833,813) 3. Vision Zero Quick-Build Program FY21 (\$936,314 Prop K, \$2,505,686 TNC Tax) <p>Allocate \$971,025 in Prop K funds to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> 4. Mansell Street Curb Ramps <p>Allocate \$378,372 in Prop AA funds to SFMTA for:</p> <ol style="list-style-type: none"> 5. 5th Street Quick-Build Improvements <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: _____ |
|---|---|

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.



The recommended allocation for the **SFMTA's FY21 Vision Zero Quick-Build Program** is contingent upon Board adoption of the TNC Tax Program Guidelines and programming funds to the subject project, which is a separate item on the September 23 CAC agenda.

FINANCIAL IMPACT

The recommended action would allocate \$5,897,303 in Prop K funds, \$378,372 in Prop AA funds, and \$2,505,686 in TNC Tax 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 Prop K, Prop AA and TNC Tax 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 proposed Fiscal Year 2020/21 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 September 23, 2020 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop K/AA/TNC Tax Allocation Summaries - FY 2020/21
- Enclosure - Allocation Request Forms (5)

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 | Current TNC Tax 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 | 17M | SFMTA | Replace 28 Paratransit Vans | \$ 1,156,151 | | | \$ 2,660,000 | 84% | 57% | Construction | Citywide |
| Prop K | 38, 39, 40 | SFMTA | Upper Market Street Safety Improvements | \$ 2,833,813 | | | \$ 9,627,868 | 38% | 71% | Construction | 8 |
| Prop K, TNC Tax | 40 Quick-Build | SFMTA | Vision Zero Quick-Build Program FY21 | \$ 936,314 | | \$ 2,505,686 | \$ 4,555,000 | 25% | 79% | Design, Construction | 3, 6, 8, 9, 10; Spot Improvements TBD |
| Prop K | 41 | SFPW | Mansell Street Curb Ramps | \$ 971,025 | | | \$ 971,025 | 45% | 0% | Construction | 9, 10 |
| Prop AA | Ped | SFMTA | 5th Street Quick-Build Improvements | | \$ 378,372 | | \$ 1,427,407 | NA | 73% | Construction | 6 |
| TOTAL | | | | \$ 5,897,303 | \$ 378,372 | \$ 2,505,686 | \$ 19,241,300 | 39% | 67% | | |

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: SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)

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 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 | TNC Tax Funds Requested | Project Description |
|--------------------------|--------------------|---|---------------------------|----------------------------|----------------------------|--|
| 17M | SFMTA | Replace 28 Paratransit Vans | \$ 1,156,151 | \$ - | \$ - | Funds will be used to procure 28 paratransit cutaway vans that are replacing 28 paratransit minivans that have reached the end of their useful lives. Each new vehicle will have a maximum capacity of 14 passengers including four wheelchair users, whereas the minivans carry three total passengers including one wheelchair user. Thus, the new vehicles will allow for more flexibility in use and an increase in overall capacity. The vans will be operated as part of SFMTA's SF Access prescheduled, shared-ride door-to-door paratransit service which is provided in city-owned vehicles operated under contract. This project will improve passenger comfort, service reliability and reduce maintenance costs. SFMTA expects to place all new vehicles into service by June 2021. |
| 38, 39, 40 | SFMTA | Upper Market Street Safety Improvements | \$ 2,833,813 | \$ - | \$ - | Requested funds will leverage impact fees from the Market-Octavia plan area, General Funds, and state grant funds to fund the construction phase of sidewalk and roadway improvements on Market Street from Octavia Boulevard/Central Freeway ramp to Castro Street, a one-mile segment of the city's Vision Zero High Injury Network. Improvements include pedestrian safety and accessibility upgrades at seven intersections; traffic signal upgrades; bikeway and bicycle access upgrades; transit access improvements including an expanded boarding platform at Laguna Street; and streetscape enhancements including landscaping and other decorative elements. District 8 Neighborhood Transportation Improvement Program (NTIP) funds are intended to support the ADA curb ramp improvements near Castro Street/Pink Triangle Park and signal modifications to the Castro/Market intersection that were requested by the community. Project will be open for use by December 2022. |
| 40 Quick-Build | SFMTA | Vision Zero Quick-Build Program FY21 | \$ 936,314 | \$ - | \$ 2,505,686 | <p>Requested funds would help expedite delivery of safer streets on the High Injury Network. A quick-build project is defined to only include reversible or adjustable traffic controls to facilitate transportation safety, such as roadway and curb paint, traffic signs, traffic delineators, traffic signal changes, transit boarding islands, and parking and loading changes. Safety improvements implemented using these traffic control measures can include painted safety zones, bike lanes, adjustments to parking regulations, changes to the configuration of traffic lanes, and other changes. While quick-build projects are limited in scope, they offer the opportunity to implement safety improvements more quickly than a typical design-bid-build process. Quick-build projects are primarily implemented entirely by City crews, rather than with contractors.</p> <p>The scope of this project includes corridor projects on Valencia (15th to 19th Street), Bayshore Boulevard (Industrial Street to Jerrold Avenue), Evans Avenue (Cesar Chavez to 3rd Street), South Van Ness Avenue (13th Street to Cesar Chavez), Sansome/Battery Street (Market Street to Broadway), and Tenderloin Quick-Build (potential locations may include Hyde Street, Jones Street, and the programmatic implementation of safety treatments neighborhood-wide). The scope also includes spot improvements at to-be-determined high crash locations on the High Injury Network. The SFMTA anticipates that all work will be completed by June 2022.</p> |

Attachment 2: Brief Project Descriptions ¹

| EP Line No./ Category | Project Sponsor | Project Name | Prop K Funds Requested | Prop AA Funds Requested | TNC Tax Funds Requested | Project Description |
|--------------------------|--------------------|-------------------------------------|---------------------------|----------------------------|----------------------------|---|
| 41 | SFPW | Mansell Street Curb Ramps | \$ 971,025 | \$ - | \$ - | Requested funds will be used for the construction of 30 curb ramps at the four intersections along Mansell Street at Bowdoin, Hamilton, Somerset, and Goettingen Streets. The proposed curb ramp locations are on concrete streets, which is a higher cost material than asphalt and contributes to the increased average cost per ramp when compared to 2017 estimates from a prior Prop K allocation for SFPW's Curb Ramp Program (\$18,652 vs. \$40,148). In addition, Mansell Street curb ramps require eight water meter relocations and nine survey monuments which have added about \$4,000 to the average cost per ramp. Also, SFPW acknowledges that construction support costs are trending higher due to structural work complexities that require increased construction oversight. This project meets the City's obligations under federal and state accessibility statutes to provide curb ramps to improve accessibility for people with disabilities. |
| Ped | SFMTA | 5th Street Quick-Build Improvements | \$ - | \$ 378,372 | \$ - | This request will improve safety along the 5th Street corridor by constructing pedestrian, bicycle, transit and loading/parking improvements between Market and Townsend Streets in the South of Market (SoMa) neighborhood. Funds will be used to expand the scope of the quick-build project to fund additional capital/hardscape improvements along the corridor including a raised crosswalk at Minna Street, four transit boarding islands, and roadway striping. City crews will perform the work. SFMTA expect the project will be open for use by June 2021. |
| TOTAL | | | \$5,897,303 | \$378,372 | \$2,505,686 | |

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 | TNC Tax Funds Recommended | Recommendations |
|-----------------------|-----------------|---|--------------------------|---------------------------|---------------------------|--|
| 17M | SFMTA | Replace 28 Paratransit Vans | \$ 1,156,151 | \$ - | \$ - | Prop K 5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent upon amendment of the Prop K Vehicles-Muni 5YPP to add the subject project and reprogram \$1,156,151 from the Replace 85 40-Foot Trolley Coaches project to the subject project. See enclosed allocation request form for 5YPP amendment for details. |
| 38, 39, 40 | SFMTA | Upper Market Street Safety Improvements | \$ 2,833,813 | \$ - | \$ - | Prop K 5YPP Amendments: The recommended allocation is contingent upon amendments of the Traffic Calming, Bicycle Circulation/Safety and Pedestrian Circulation/Safety 5YPPs. See the enclosed allocation request form for 5YPP amendments for details. |
| 40 Quick-Build | SFMTA | Vision Zero Quick-Build Program FY21 | \$ 936,314 | \$ - | \$ 2,505,686 | Special Condition: Recommendation is contingent upon Board adoption of the TNC Tax Program Guidelines and fund programming item. See separate agenda item on this meeting's agenda. |
| 41 | SFPW | Mansell Street Curb Ramps | \$ 971,025 | | \$ - | |
| Ped | SFMTA | 5th Street Quick-Build Improvements | \$ - | \$ 378,372 | \$ - | |
| TOTAL | | | \$5,897,303 | \$378,372 | \$2,505,686 | |

¹ See Attachment 1 for footnotes.

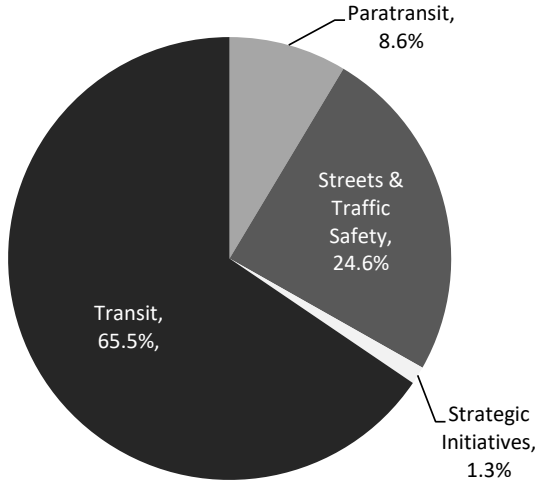
Attachment 4.
Prop K Allocation Summary - FY2020/21
Prop AA Allocation Summary - FY2020/21
TNC Tax Allocation Summary - FY2020/21

PROP K SALES TAX

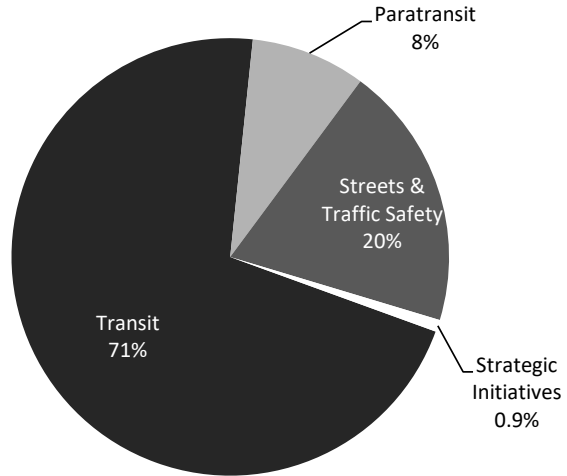
| FY2020/21 | Total | FY 2020/21 | FY 2021/22 | FY 2022/23 | FY 2023/24 | FY 2024/25 | FY 2025/26 |
|-----------------------|---------------|---------------|---------------|--------------|--------------|------------|------------|
| Prior Allocations | \$ 25,859,950 | \$ 13,300,789 | \$ 7,659,423 | \$ 3,722,326 | \$ 1,177,412 | \$ - | \$ - |
| Current Request(s) | \$ 5,897,303 | \$ 1,470,832 | \$ 3,403,073 | \$ 1,023,398 | \$ - | \$ - | \$ - |
| New Total Allocations | \$ 31,757,253 | \$ 14,771,621 | \$ 11,062,496 | \$ 4,745,724 | \$ 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

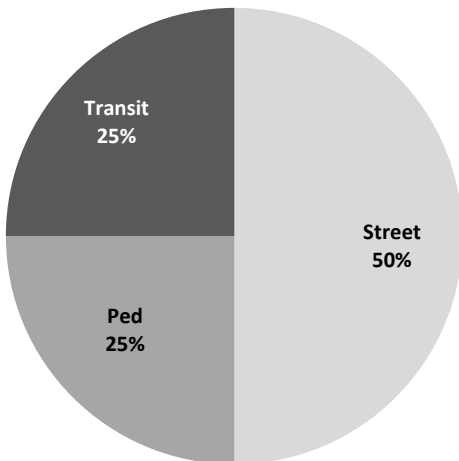


PROP AA VEHICLE REGISTRATION FEE

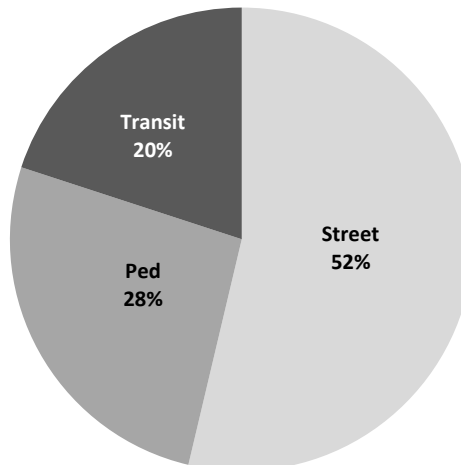
| FY2020/21 | Total | FY 2020/21 | FY 2021/22 | FY 2022/23 | FY 2023/24 | FY 2024/25 |
|-----------------------|--------------|--------------|--------------|------------|------------|------------|
| Prior Allocations | \$ 4,708,057 | \$ 2,354,029 | \$ 2,354,029 | \$ - | \$ - | \$ - |
| Current Request(s) | \$ 378,372 | \$ 378,372 | \$ - | \$ - | \$ - | \$ - |
| New Total Allocations | \$ 5,086,429 | \$ 2,732,401 | \$ 2,354,029 | \$ - | \$ - | \$ - |

The above table shows total cash flow for all FY 2020/21 allocations approved to date, along with the current recommended allocation(s).

Investment Commitments, per Prop AA Expenditure Plan



Prop AA Investments To Date



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

TRAFFIC CONGESTION MITIGATION TAX (TNC Tax)

| FY2020/21 | Total | FY 2020/21 | FY 2021/22 | FY 2022/23 | FY 2023/24 | FY 2024/25 |
|-----------------------|--------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Prior Allocations | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Current Request(s) | \$ 2,505,686 | \$ 1,376,800 | \$ 1,128,886 | \$ - | \$ - | \$ - |
| New Total Allocations | \$ 2,505,686 | \$ 1,376,800 | \$ 1,128,886 | \$ - | \$ - | \$ - |

The above table shows total cash flow for all FY 2020/21 allocations approved to date, along with the current recommended allocation(s).