



RESOLUTION ALLOCATING \$16,878,202 IN PROP K SALES TAX FUNDS AND \$234,005 IN PROP AA VEHICLE REGISTRATION FEE FUNDS, WITH CONDITIONS, FOR FIVE REQUESTS

WHEREAS, The Transportation Authority received five requests for a total of \$16,878,202 in Prop K transportation sales tax funds and \$234,005 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: Vehicles—Muni and Traffic Calming; and from the Pedestrian Safety 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, Four of the five requests are consistent with the relevant strategic plans and 5YPPs for their respective categories; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for the Replace 30 30-foot Hybrid Motor Coaches project requires amendment of the Prop K Facilities—Muni 5YPP, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$16,878,202 in Prop K Sales Tax Funds and \$234,005 in Prop AA Vehicle Registration Fee Funds, with conditions, for five requests, 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 approved Fiscal Year 2020/21 budget to cover the proposed actions; and

WHEREAS, At its December 2, 2020 meeting, the Citizens Advisory Committee (CAC) was briefed on the subject requests as well as a sixth request by SFMTA for Potrero Yard



Modernization, and unanimously approved a motion of support for the staff recommendation amended to require regular reports to the CAC on the progress of the Potrero Yard Modernization Project; and

WHEREAS, The Potrero Yard Modernization project is undergoing further review and is anticipated to be presented to the Board at an upcoming meeting; now, therefore let it be

RESOLVED, That the Transportation Authority hereby amends the Prop K Facilities—Muni 5YPP, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$16,878,202 in Prop K Sales Tax Funds and \$234,005 in Prop AA Vehicle Registration Fee Funds, with conditions, for five requests, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K and Prop AA Expenditure Plans, the Prop K Strategic Plan, the Prop AA Strategic Plan, and the relevant 5YPPs; 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:

Prop K/Prop AA 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	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 30 30-foot Hybrid Motor Coaches	\$ 16,195,602		\$ 34,440,000	84%	53%	Construction	Citywide
Prop K	38	SFMTA	District 7 FY20 Participatory Budgeting Priorities [NTIP Capital]	\$ 132,600		\$ 382,600	51%	65%	Design, Construction	7
Prop K	38	SFMTA	Excelsior Neighborhood Traffic Calming	\$ 550,000		\$ 550,000	51%	0%	Design, Construction	11
Prop AA	Ped	SFMTA	Page Street Neighborway (Webster to Market)		\$ 144,005	\$ 2,215,000	NA	93%	Construction	5
Prop AA	Ped	SFPW	Joice Alley Lighting Improvements		\$ 90,000	\$ 90,000	NA	0%	Design	3
TOTAL				\$ 16,878,202	\$ 234,005	\$ 37,677,600	78%	55%		

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	Project Description
17M	SFMTA	Replace 30 30-foot Hybrid Motor Coaches	\$ 16,195,602	\$ -	Replacement of 30 32-foot Orion hybrid diesel motor coaches that have reached the end of their useful lives. The new low-emissions 32-foot buses will improve reliability and reduce maintenance costs for the fleet serving community routes, such as the 35 Eureka, 36 Teresita, 37 Corbett, 39 Coit, and 56 Rutland. To procure these vehicles, SFMTA will form a consortium with a state or municipality that has an existing FTA-eligible procurement contract for 32-foot hybrid buses. As a relatively small vehicle fleet, this contract-design method will allow the SFMTA to cut costs on bid/award and design costs and abbreviate the production schedule. The SFMTA expects to approve the consortium in early 2021 with all vehicles in service by Spring 2022.
38	SFMTA	District 7 FY20 Participatory Budgeting Priorities [NTIP Capital]	\$ 132,600	\$ -	Funds will be used to design and construct traffic calming and pedestrian safety improvements that were prioritized through the District 7 Fiscal Year 2019/20 Participatory Budgeting process. The scope includes: enhanced crosswalks on Ocean Ave at Frida Kahlo Way/Geneva Avenue, Granada Avenue and Miramar Avenue; traffic calming in Lakeside One neighborhood, which is bounded by 19th Avenue, Junipero Serra Boulevard, Ocean Avenue and Sloat Boulevard; reconfigure 5-way intersection of Madrone Avenue, Vicente Street and Wawona Street (design only); and, a rectangular rapid flashing beacon on 10th Avenue at Pacheco Street. All work will be open for use by March 2023.
38	SFMTA	Excelsior Neighborhood Traffic Calming	\$ 550,000	\$ -	Requested funds are for the design and construction of near-term traffic calming measures in the Excelsior, Mission Terrace, and Crocker-Amazon neighborhoods as identified and recommended through the Excelsior Neighborhood Traffic Calming Planning Project. The scope includes 27 speed cushions, 4 raised crosswalks, 3 median islands, and 28 new continental crosswalks. The list of locations is shown on page 21 of the enclosure. The project is designed to protect and preserve quieter neighborhood streets, and promote safety for all street users. The SFMTA anticipates that all of the improvements will be open for use 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
Ped	SFMTA	Page Street Neighborway (Webster to Market)	\$ -	\$ 144,005	Construction of six sidewalk bulb-outs along Page Street at Gough, Laguna, and Buchanan streets to shorten crossing distances, slow turning vehicle traffic, and improve overall pedestrian safety and comfort. Four of these sidewalk bulb-outs would also include landscaped raingardens (to be maintained by the SF Public Utilities Commission) that capture and slow stormwater runoff while enhancing pedestrian comfort and neighborhood aesthetics. The project will also construct San Francisco's first raised intersection at Page and Buchanan streets with vertical deflection for vehicles, special paving to enhance pedestrian priority, and seating opportunities. These improvements are designed to calm traffic and enhance safety for people walking and biking along Page Street. The SFMTA anticipates the project will be open for use by December 2021.
Ped	SFPW	Joice Alley Lighting Improvements	\$ -	\$ 90,000	This request will fund the design phase for 4 new pedestrian-scale streetlights and sidewalk and roadway improvements on Joice Alley, between Clay Street and Sacramento Street in the Chinatown neighborhood. This project is intended to make walking more inviting and safe along this pedestrian path directly across from Gordon J. Lau Elementary and close to the Powell Street cable car line, several Muni bus stops and the new Chinatown subway station. The scope of work includes potential adjustment of utility vaults, potential sub-sidewalk basement work, restoring brick exteriors of the adjacent buildings and protection/restoration of special historical concrete letter plaques in the sidewalk. SFPW anticipates completing design by June 2021 and having the project open for use by December 2021.
TOTAL			\$16,878,202	\$234,005	

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
17M	SFMTA	Replace 30 30-foot Hybrid Motor Coaches	\$ 16,195,602	\$ -	<p>5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent upon amendment of the the Prop K Vehicles-Muni 5YPP. See the enclosed allocation request form for details.</p> <p>The recommendation is also contingent upon a commitment by the SFMTA to maintain the new motor coaches in a state of good repair, including a mid-life overhaul program to allow them to meet or exceed expectations for their useful lives per FTA guidelines.</p>
38	SFMTA	District 7 FY20 Participatory Budgeting Priorities [NTIP Capital]	\$ 132,600	\$ -	<p>Multi-phase Allocation: We are recommending a multi-phase allocation given the straightforward nature of the scope (e.g. speed humps) and the overlapping design and construction phases as work is conducted at multiple locations.</p>
38	SFMTA	Excelsior Neighborhood Traffic Calming	\$ 550,000	\$ -	<p>Multi-phase Allocation: We are recommending a multi-phase allocation since design and construction work will occur on overlapping schedules at different locations within the project area.</p>
Ped	SFMTA	Page Street Neighborway (Webster to Market)	\$ -	\$ 144,005	<p>Special Conditions: <u>Construction Support Reserve.</u> We are recommending that these funds be placed on Board reserve, to be released pending receipt of updated budget and expenditure details justifying the need for additional construction support funding beyond the \$545,995 already budgeted for construction support. (See Major Line Item Budget section of the allocation request form for justification of the support costs.)</p> <p>Our recommendation is contingent upon Board approval of a resolution approving \$1 million from the Octavia Boulevard Special Fund (Central Freeway parcels) for this project, which is a separate item on this meeting's agenda. At its November 16, 2020 meeting, the Market Octavia Community Advisory Committee unanimously approved a resolution recommending \$1 million from the Octavia Boulevard Special Fund for this project.</p>
Ped	SFPW	Joice Alley Lighting Improvements	\$ -	\$ 90,000	
TOTAL			\$ 16,878,202	\$ 234,005	

¹ See Attachment 1 for footnotes.

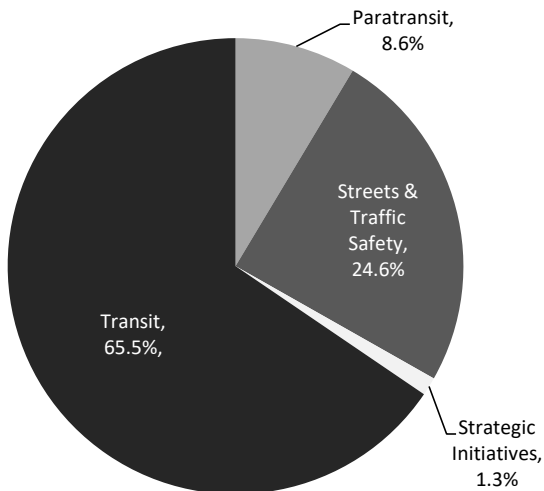
**Attachment 4.
Prop K Allocation Summary - FY2020/21**

PROP K SALES TAX

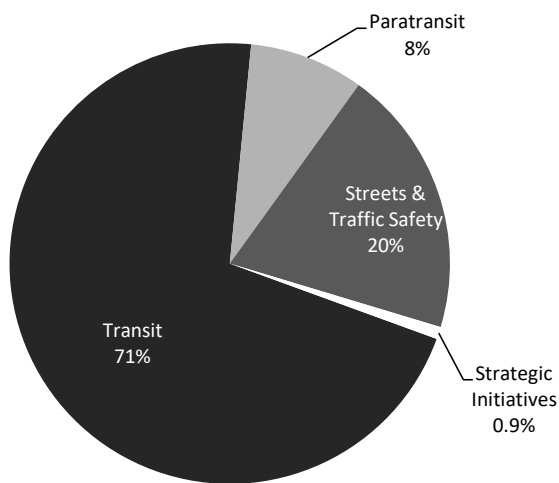
FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 32,302,905	\$ 14,301,264	\$ 12,013,288	\$ 4,810,941	\$ 1,177,412	\$ -	\$ -
Current Request(s)	\$ 16,878,202	\$ 38,500	\$ 8,626,601	\$ 8,213,101	\$ -	\$ -	\$ -
New Total Allocations	\$ 49,181,107	\$ 14,339,764	\$ 20,639,889	\$ 13,024,042	\$ 1,177,412	\$ -	\$ -

the current recommended allocation(s).

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



Prop K Investments To Date

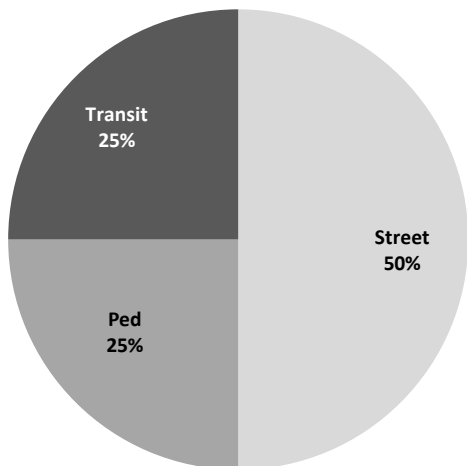


PROP AA VEHICLE REGISTRATION FEE

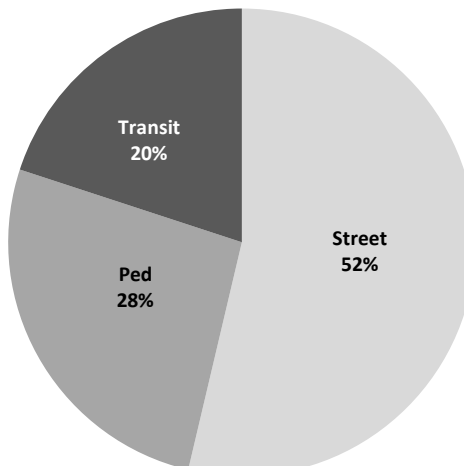
FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	\$ 5,086,429	\$ 2,732,401	\$ 2,354,029	\$ -	\$ -	\$ -
Current Request(s)	\$ 234,005	\$ 67,500	\$ 166,505	\$ -	\$ -	\$ -
New Total Allocations	\$ 5,320,434	\$ 2,799,901	\$ 2,520,534	\$ -	\$ -	\$ -

recommended allocation(s).

Investment Commitments, per Prop AA Expenditure Plan



Prop AA Investments To Date





Memorandum

AGENDA ITEM 5

DATE: December 3, 2020
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 12/08/2020 Board Meeting: Allocate \$16,878,202 in Prop K Sales Tax Funds and \$234,005 in Prop AA Vehicle Registration Fee Funds, with Conditions, for Five Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$16,878,202 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 1. Replace 30 30-foot Hybrid Motor Coaches (\$16,195,602) 2. District 7 FY20 Participatory Budgeting Priorities [NTIP Capital] (\$132,600) 3. Excelsior Neighborhood Traffic Calming (\$550,000) <p>Allocate \$144,005 in Prop AA funds to the SFMTA for:</p> <ol style="list-style-type: none"> 4. Page Street Neighborway (Webster to Market) <p>Allocate \$90,000 in Prop AA funds to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> 5. Joice Alley Lighting Improvements <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations. A sixth request, SFMTA's Potrero Yard Modernization, was considered by the Citizens Advisory Committee (CAC) at its December 2, 2020 meeting. SFMTA's request is for \$5.8 million in Prop K funds for the planning and environmental phases of the Potrero Yard Modernization project. The project involves replacement of the Potrero Facility by 2026 with a modern, efficient bus maintenance facility. The new facility would serve SFMTA's electric trolley and future battery-electric bus fleets. This Bus Yard Component will be a multi-level bus facility structure including capacity for bus storage and maintenance. The project concept also includes a residential and commercial component with up to 7 additional levels above the bus facility with up to 575 mixed-income and market rate units (minimum 50% affordable) and active uses at the ground floor. We believe this joint development approach is innovative and promising. We are refining our recommendation with conditions to advance the</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input checked="" type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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request to the Board at the December 15 (anticipated) meeting, where SFMTA will present its business case analysis to support the use of the proposed joint development project delivery method.	
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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 \$17,112,207 in Prop K and 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 Prop K and Prop AA Fiscal Year 2020/21 allocations and appropriations 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 adopted 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 considered the five subject requests and the SFMTA's Potrero Yard Modernization project request at its December 2, 2020 meeting. The CAC unanimously adopted a motion of support for an amended staff recommendation which added a requirement for regular updates to the CAC on the Potrero Yard project. We had been planning to conduct enhanced oversight on this project and our recommendation, which we anticipate going to the Board on December 15, will include regular updates to the Board and CAC.

SUPPLEMENTAL MATERIALS

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