



RESOLUTION ALLOCATING \$7,524,841, WITH CONDITIONS, AND APPROPRIATING \$60,000
IN PROP K SALES TAX FUNDS FOR THIRTEEN REQUESTS

WHEREAS, The Transportation Authority received thirteen requests for a total of \$7,584,841 in Prop K local transportation sales tax 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: Facilities–Muni, Traffic Calming, Bicycle Circulation/ Safety, Pedestrian Circulation/ Safety, Transportation/ Land Use Coordination, Caltrain Capital Improvement Program, Vehicles–Caltrain, Facilities–Caltrain and, Guideways–Caltrain; and

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

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

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for Great Highway Traffic Management and the Safe Streets Evaluation Program require 5YPP amendments 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 \$7,524,841, with conditions, and appropriating \$60,000 in Prop K Sales Tax Funds for thirteen requests, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation and appropriation 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 January 27, 2021 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff



recommendation; 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 \$7,524,841, with conditions, and appropriates \$60,000 in Prop K Sales Tax Funds for thirteen 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 Expenditure Plan and Strategic Plan, as well as 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 Strategic Plan 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 Allocation Request Forms (13)



**San Francisco
County Transportation
Authority**

BD020921

RESOLUTION NO. 21-29

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 23rd day of February 2021, by the following votes:

Ayes: Commissioners Chan, Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (11)

Nays: (0)

Absent: (0)

Rafael Mandelman 3/1/21
Rafael Mandelman Date
Chair

ATTEST: Tilly Chang 3/2/21
Tilly Chang Date
Executive Director

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K 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	20M	SFMTA	Muni Metro East Expansion Phase 2 - MME & 1399 Marin Interim Improvements	\$ 1,899,677	\$ 7,543,044	90%	75%	Design	10
Prop K	38	SFMTA	Great Highway Traffic Management	\$ 424,971	\$ 568,766	51%	25%	Construction	4
Prop K	38, 39	SFMTA	Safe Streets Evaluation Program	\$ 250,000	\$ 250,000	39%	0%	Planning	Citywide
Prop K	40	SFMTA	Tenderloin Traffic Safety Improvements [NTIP Capital]	\$ 177,693	\$ 177,693	25%	0%	Construction	6
Prop K	44	SFCTA	District 4 Mobility Improvements Study - Additional Funds [NTIP Planning]	\$ 60,000	\$ 190,000	40%	0%	Planning	4
Prop K	7	PCJPB	Update and Upgrade GIS system	\$ 477,175	\$ 500,000	69%	5%	Construction	6, 10
Prop K	17P	PCJPB	Bombardier Cars State of Good Repair	\$ 1,663,825	\$ 1,663,825	84%	0%	Construction	6, 10
Prop K	20P	PCJPB	Stations State of Good Repair	\$ 400,000	\$ 1,000,000	90%	60%	Construction	6, 10
Prop K	22P	PCJPB	Grade Crossing Safety Improvements	\$ 500,000	\$ 500,000	78%	0%	Design	6, 10
Prop K	22P	PCJPB	Grade Crossing Hazard Analysis Report	\$ 200,000	\$ 200,000	78%	0%	Planning	6, 10
Prop K	22P	PCJPB	San Francisquito Creek Bridge Replacement	\$ 227,500	\$ 2,600,000	78%	91%	Design	NA
Prop K	22P	PCJPB	Structures State of Good Repair	\$ 160,000	\$ 800,000	78%	80%	Design, Construction	6, 10
Prop K	22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,144,000	\$ 5,720,000	78%	80%	Construction	6, 10
TOTAL				\$ 7,584,841	\$ 21,713,328	81%	64%		

Attachment 1: Summary of Requests Received

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: PCJPB (Caltrain); SFCTA (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 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.
- PCJPB projects note: Prop K funds help to offset the City and County of San Francisco's local match contribution to Caltrain's capital budget. In order to comply with Prop K Expenditure Plan category eligibility and maintain consistency with available funds, PCJPB has allowed San Francisco's 1/3 share to be distributed unevenly across individual projects as long as the total contribution is \$6 million for FY 2020/21 for each of the three PCJPB entities. Overall, Prop K funds meet the Expenditure Plan leveraging expectations, but may not do so on an individual allocation request basis.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
20M	SFMTA	Muni Metro East Expansion Phase 2 - MME & 1399 Marin Interim Improvements	\$ 1,899,677	Develop two sites, one at 1399 Marin, a bus yard which is currently for new bus acceptance (inspection, testing, etc.) and the other an empty 4-acre lot adjacent to the Muni Metro East (MME) light rail storage and maintenance facility at 601 25th Street, to provide storage for Muni buses during planned reconstruction of other vehicle maintenance and storage facilities. This project is timed to provide an interim facility for storage and maintenance of trolley coaches during redevelopment of the Potrero trolley coach maintenance yard. The MME site will eventually be re-developed to provide parking and maintenance infrastructure for an expanded light rail fleet. Design will be complete by March 2022 and construction will be complete by March 2024, in time to accommodate the vehicles displaced by the start of construction at the Potrero facility.
38	SFMTA	Great Highway Traffic Management	\$ 424,971	This request will fund SFMTA to construct traffic management measures at strategic locations throughout the road network adjacent to the Great Highway in District 4. The SFMTA will construct 25 speed cushions, two stop signs on the Lower Great Highway, six changeable message signs, and one speed table to divert traffic to key corridors while also improving safety conditions for all road users. For the list of potential locations, see page 13-14 of the enclosure . The SFMTA anticipates that all of the improvements will be open for use by March 2021.
38, 39	SFMTA	Safe Streets Evaluation Program	\$ 250,000	Requested funds will be used to track progress and measure performance for key traffic calming, bicycle, and pedestrian safety projects that support the city's Vision Zero initiative to eliminate traffic-related fatalities. Funds will support pre-and-post data collection and analysis of various safety projects, including Quick-Build and COVID-related Slow Streets projects. This request will result in Annual Safe Streets Evaluation Reports for 2020 (by June 2021) and 2021 (by June 2022).
40	SFMTA	Tenderloin Traffic Safety Improvements [NTIP Capital]	\$ 177,693	Building on past comprehensive neighborhood-wide efforts in the Tenderloin, including daylighting and signal retiming, the SFMTA is proposing to reduce the neighborhood speed limit from 25 to 20 mph and to implement no turn on red prohibitions at 54 intersections. These changes would be accomplished by installing approximately 395 signs. The Tenderloin is home to a high percentage of pedestrians, and by restricting turns on red, the number of conflicts and injuries between people in cars and on foot is reduced. Studies also show that lowering speeds greatly improves a pedestrian's chance of survival in the event of a collision. The SFMTA expects that all improvements will be open for use by April 2021.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
44	SFCTA	District 4 Mobility Improvements Study - Additional Funds [NTIP Planning]	\$ 60,000	At the request of District 4 Supervisor Gordon Mar, the Transportation Authority, in partnership with SFMTA, began conducting the District 4 Mobility Study at the end of 2019 to understand the travel profile and patterns of District 4 residents, identify travel markets with high shares of single-occupancy vehicle (SOVs) trips, and explore short and medium-term strategies to reduce trips by SOVs. Transportation Authority staff is requesting additional funds for the study to include additional scope to analyze future promenade and roadway concepts on the Great Highway between Sloat and Lincoln. We anticipate presenting the final report to the Board for adoption in June 2021.
7	PCJPB	Update and Upgrade GIS system	\$ 477,175	Funds will be used to update and upgrade the Geographical Information System (GIS) to facilitate planning, engineering, and maintenance.
17P	PCJPB	Bombardier Cars State of Good Repair	\$ 1,663,825	This project will perform capital maintenance on Caltrain's Bombardier Cars to maintain the cars in a state of good repair. Caltrain's Cab and Coach Car fleet failures are increasing and it is extremely important to support the state of good repair programs to maintain the Passenger Coach fleet. The current fleet needs to be maintained and operated as they will remain in service after electrification; providing daily San Jose to Gilroy service.
20P	PCJPB	Stations State of Good Repair	\$ 400,000	Requested funds will fund improvements and repairs to structures at various stations along the Caltrain right of way, including the San Francisco Station, to maintain assets in a state of good repair.
22P	PCJPB	Grade Crossing Safety Improvements	\$ 500,000	This request will fund the identification and design of 5-10 priority grade crossings that need improvements and safety mitigations, based on the recommendations from the 2018 Grade Crossing Hazard Analysis Report.
22P	PCJPB	Grade Crossing Hazard Analysis Report	\$ 200,000	Funds requested will be used to collect data from video surveillance cameras at all 42 grade crossings along the Caltrain corridor, including the at-grade crossings at Mission Bay and 16th Street in San Francisco. The data gathered would include but not be limited to the number of vehicles crossing and driving behaviors of the vehicles, looking for incidents and/or near misses at the crossings. The data and analysis would help identify the grade crossings that need improvement and help determine what safety mitigations to include such as installing medians, pedestrian gates, guard railings, pavement markers and markings and signage. The final report is expected to be done by fall 2022.
22P	PCJPB	San Francisquito Creek Bridge Replacement	\$ 227,500	This project will design a replacement for the 118 year old San Francisquito Creek Bridge. The project will also includes improved bridge abutments to reduce the effects of erosion from the creek.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
22P	PCJPB	Structures State of Good Repair	\$ 160,000	Requested funds will be used for repairs to Caltrain civil structures, including corrosion mitigation, bird netting, minor concrete repairs and other capitalized maintenance items identified through bridge and structure inspections. These repairs are intended to keep these assets in a state of good repair. Work planned in San Francisco includes installing a block wall to prevent trespasser encampment at the Cesar Chavez Bridge, performing concrete repairs to the Jerrold Avenue Bridge, and securing the Quint Street Bridge with barriers and/or fencing to prevent trespasser encampment.
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,144,000	The Systemwide Track Rehabilitation Program is an ongoing annual project to keep the Caltrain's railroad track and structures in a state of good repair.
TOTAL			\$7,584,841	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
20M	SFMTA	Muni Metro East Expansion Phase 2 - MME & 1399 Marin Interim Improvements	\$ 1,899,677	
38	SFMTA	Great Highway Traffic Management	\$ 424,971	5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent upon amendment of the Traffic Calming 5YPP to add the subject project and reprogram \$424,971 from the Sloat Skyline Intersection Improvements (design phase) project, which is delayed. With this amendment, there would be \$614,029 in remaining Prop K funds available for allocation to Sloat Skyline Intersection Improvements. See the enclosed allocation request form for details.
38, 39	SFMTA	Safe Streets Evaluation Program	\$ 250,000	5YPP Amendments: The recommended allocation is contingent upon amendment of the Prop K Traffic Calming and Bicycle Circulation and Safety 5YPPs to advance \$200,000 in funds programmed for this project in FY 2021/22 into FY 2020/21 with a corresponding delay in programming for Quick-Build Implementation (\$100,000), which is fully funded this fiscal year, and The Embarcadero at Pier 39/Fisherman's Wharf - Complete Street Improvements (\$100,000), which is delayed. This request will also be funded by reprogramming \$50,000 in the Bicycle Circulation and Safety 5YPP from projects completed under budget. See the enclosed allocation request form for details.
40	SFMTA	Tenderloin Traffic Safety Improvements [NTIP Capital]	\$ 177,693	Special Condition: Reimbursement of costs for implementation of speed limit signs (\$81,624) is conditioned upon the SFMTA Board approving the speed limit changes proposed in this project (anticipated March 16, 2021).
44	SFCTA	District 4 Mobility Improvements Study - Additional Funds [NTIP Planning]	\$ 60,000	

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
7	PCJPB	Update and Upgrade GIS system	\$ 477,175	
17P	PCJPB	Bombardier Cars State of Good Repair	\$ 1,663,825	
20P	PCJPB	Stations State of Good Repair	\$ 400,000	
22P	PCJPB	Grade Crossing Safety Improvements	\$ 500,000	Special Condition: Caltrain shall obtain input from Transportation Authority staff prior to implementing design changes to a grade crossing in San Francisco.
22P	PCJPB	Grade Crossing Hazard Analysis Report	\$ 200,000	
22P	PCJPB	San Francisquito Creek Bridge Replacement	\$ 227,500	
22P	PCJPB	Structures State of Good Repair	\$ 160,000	Multi-phase allocation is recommended given the short duration of the design phase (2 months) and the straightforward nature of the scope.
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,144,000	
TOTAL			\$ 7,584,841	

¹ See Attachment 1 for footnotes.

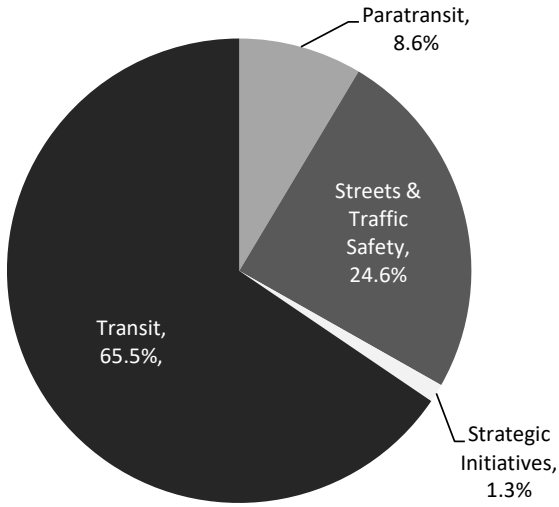
**Attachment 4.
Prop K Allocation Summary - FY2020/21**

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	\$ 50,082,233	\$ 14,739,764	\$ 21,141,015	\$ 13,024,042	\$ 1,177,412	\$ -	\$ -
Current Request(s)	\$ 7,584,841	\$ 906,421	\$ 3,772,464	\$ 1,960,293	\$ 529,706	\$ 415,957	\$ -
New Total Allocations	\$ 57,667,074	\$ 15,646,185	\$ 24,913,479	\$ 14,984,335	\$ 1,707,118	\$ 415,957	\$ -

current recommended allocation(s).

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



Prop K Investments To Date

