



RESOLUTION ALLOCATING \$1,200,000 IN PROP K FUNDS, WITH CONDITIONS, FOR THREE REQUESTS

WHEREAS, The Transportation Authority received three requests for a total of \$1,200,000 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 Traffic Calming and Bicycle Circulation/Safety categories of the Prop K Expenditure Plan; 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, One of the three requests is consistent with the 5YPP for the relevant category; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) requests for Traffic Calming Removal and Replacement–FY21 and Vision Zero Proactive Traffic Calming – Visitacion Valley and Portola Neighborhoods [NTIP Capital] require amendments to the Traffic Calming 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 \$1,200,000 in Prop K funds, with conditions, for three requests, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K 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 March 24, 2021 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; therefore, let it be



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

RESOLVED, That the Transportation Authority hereby allocates \$1,200,000 in Prop K 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 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, Strategic Plan and 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 sponsor 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 sponsor 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
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K and Prop AA Allocation Summaries - FY 2020/21

Enclosure:

Allocation Request Forms (3)



**San Francisco
County Transportation
Authority**

BD04132021

RESOLUTION NO. 21-40

The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 27th day of April, 2021, by the following votes:

Ayes: Commissioners Chan, Haney, Mandelman, Mar, Melgar, Preston, Ronen, Stefani, and Walton (9)

Nays: (0)

Absent: Commissioners Peskin and Safai (2)

5/19/21

Rafael Mandelman
Chair

Date

5/19/21

ATTEST:

Tilly Chang
Executive Director

Date

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	38	SFMTA	Traffic Calming Removal and Replacement - FY21	\$ 50,000	\$ 100,000	51%	50%	Design, Construction	TBD
Prop K	38	SFMTA	Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods [NTIP Capital]	\$ 900,000	\$ 900,000	51%	0%	Design, Construction	9, 10
Prop K	38, 40	SFMTA	Lake Merced Quick Build [NTIP Capital]	\$ 250,000	\$ 250,000	43%	0%	Planning, Design	7
TOTAL				\$ 1,200,000	\$ 1,250,000	49%	4%		

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 Acronym: 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.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
38	SFMTA	Traffic Calming Removal and Replacement - FY21	\$ 50,000	Requested funds will be used to replace approximately four legacy speed bumps with up-to-date traffic calming devices such as speed humps or cushions that meet SFMTA's current design standards. The scope also includes installation of approximately four traffic calming devices to restore devices removed by paving and utility work, which will be funded by Prop B General Funds. Construction will be complete by June 2022.
38	SFMTA	Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods [NTIP Capital]	\$ 900,000	The SFMTA's Vision Zero Proactive Traffic Calming Program focuses safety improvements on streets where pedestrian injuries to seniors and people with disabilities are concentrated, and in priority areas where seniors and people with disabilities live and travel. The program implements measures designed to enhance safety by reducing instances of speeding vehicles along residential streets. The Visitacion Valley and Portola neighborhoods were selected for the Vision Zero Proactive Traffic Calming Program based on a planning effort led by the Department of Public Health (DPH) to address safety for seniors and people with disabilities, which are communities particularly vulnerable to severe and fatal traffic injury. This request funds the design and construction phases for speed humps, raised crosswalks, and other low-cost traffic calming measures in the two neighborhoods at locations identified through the DPH planning process. Commissioner Ronen is supportive of using \$150,000 in District 9 NTIP funds (included in this request) to expand the scope of the project in the Portola neighborhood. Construction will be complete by December 2022.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
38, 40	SFMTA	Lake Merced Quick Build [NTIP Capital]	\$ 250,000	In coordination with the District 7 Supervisor's Office, the SFMTA will build on the Lake Merced Bikeway Feasibility Study and Lake Merced Pedestrian Safety Study to develop a quick-build project on Lake Merced Blvd. from Skyline Blvd. to John Muir Drive. This request is to fund the planning (i.e., public outreach) and the design phases of this project to position it for implementation in early 2022. Quick-build projects expedite delivery of pedestrian and bicycle safety projects with traffic control such as roadway and curb paint, signs, traffic signal timing updates and post- or parking-protected bikeways. Planning and design are anticipated to be complete by December 2021.
TOTAL			\$1,200,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
38	SFMTA	Traffic Calming Removal and Replacement - FY21	\$ 50,000	<p>5-Year Prioritization Program (5YPP) amendment: The recommended allocation is contingent upon amendment of the Traffic Calming 5YPP. See attached 5YPP amendment for details.</p> <p>Multi-phase allocation: Recommendation is for a multi-phase allocation due to the concurrent schedules for the design and construction phases and the straightforward nature of the scope which involves standard traffic calming devices (e.g. speed humps).</p>
38	SFMTA	Vision Zero Proactive Traffic Calming - Visitation Valley and Portola Neighborhoods [NTIP Capital]	\$ 900,000	<p>5YPP amendment: The recommended allocation is contingent upon amendment of the Traffic Calming 5YPP. See attached 5YPP amendment for details.</p> <p>Multi-phase allocation: Recommendation is for a multi-phase allocation given the straightforward nature of the scope which involves standard traffic calming devices (e.g. speed humps).</p>
38, 40	SFMTA	Lake Merced Quick Build [NTIP Capital]	\$ 250,000	<p>Multi-phase allocation: Recommendation is for a multi-phase allocation due to the concurrent schedules for planning and design and the straightforward nature of the scope which involves standard quick-build devices (e.g. paint, safe hit posts).</p>
TOTAL			\$ 1,200,000	

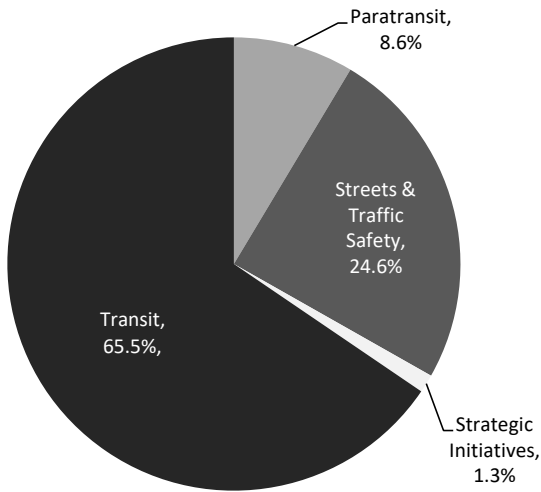
¹ See Attachment 1 for footnotes.

**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	\$ 76,169,735	\$ 19,887,802	\$ 29,075,623	\$ 20,429,635	\$ 6,360,718	\$ 415,957	\$ -
Current Request(s)	\$ 1,200,000	\$ 24,106	\$ 690,894	\$ 485,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 77,369,735	\$ 19,911,908	\$ 29,766,517	\$ 20,914,635	\$ 6,360,718	\$ 415,957	\$ -

the current recommended allocation(s).

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



Prop K Investments To Date

