



RESOLUTION ALLOCATING \$14,892,610 AND APPROPRIATING \$200,000 IN PROP K FUNDS, WITH CONDITIONS, FOR EIGHT REQUESTS

WHEREAS, The Transportation Authority received eight requests for a total of \$15,092,610 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: Caltrain Capital Improvement Program, Paratransit, Street Resurfacing, Traffic Calming, Bicycle Circulation/ Safety, and TDM/ Parking Management; 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, The adopted Prop K Strategic plan has funds programmed to the Paratransit category, which has no 5YPP requirement; and

WHEREAS, Seven of the eight requests are consistent with the Prop K Strategic Plan and/or relevant 5YPPs for their respective categories; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for Bicycle Safety Education and Outreach requires a 5YPP amendment as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$14,892,610 and appropriating \$200,000 in Prop K funds, with conditions, for eight 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 2021/22 budget to cover the proposed actions; and

WHEREAS, At its June 23, 2021 meeting, the Community Advisory Committee was briefed on the subject request and after severing the appropriation to allow a member to recuse themselves, adopted a motion of support for the staff recommendation for the



allocations and adopted a separate motion of support for the staff recommended appropriation; now, therefore, be it

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

RESOLVED, That the Transportation Authority hereby allocates \$14,892,610 and appropriates \$200,000 in Prop K funds, with conditions, for eight 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, the Prop K 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 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 2021/22

Enclosure:

Prop K Allocation Request Forms (8)

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	7	PCJPB	Enterprise Asset Management Software System ⁴	\$ 750,000	\$ 750,000	69%	0%	Construction	6, 10
Prop K	7	PCJPB	Right of Way Fencing ⁴	\$ 250,000	\$ 1,500,000	69%	83%	Construction	6, 10
Prop K	23	SFMTA	Paratransit	\$ 10,233,010	\$ 32,170,414	27%	68%	Operations	Citywide
Prop K	34	SFPW	Golden Gate Ave and Laguna St Pavement Renovation	\$ 3,000,000	\$ 4,178,910	79%	28%	Construction	5
Prop K	38	SFMTA	District 9 Traffic Calming [NTIP Capital]	\$ 165,000	\$ 165,000	51%	0%	Design, Construction	9
Prop K	39	SFMTA	Bicycle Safety Education and Outreach	\$ 220,000	\$ 220,000	28%	0%	Construction	Citywide
Prop K	39	SFMTA	District 4 Neighborway Network	\$ 274,600	\$ 274,600	28%	0%	Design	4
Prop K	43	SFCTA	Downtown Congestion Pricing Study - Additional Outreach	\$ 200,000	\$ 3,200,000	54%	61%	Planning	Citywide
TOTAL				\$ 15,092,610	\$ 42,458,924	36%	62%		

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); 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.

PCJPB projects note: Prop K funds help to offset the City and County of San Francisco's local match contribution to Caltrain's FY 2020/21 capital budget. 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
7	PCJPB	Enterprise Asset Management Software System	\$ 750,000	Implement an Enterprise Asset Management (EAMS) system to inventory and manage all of Caltrain's major assets, providing information on an asset's condition, anticipated service life and renewal to inform capital planning. This project consists of EAM software implementation including process mapping / improvement and data gathering activities to support EAM implementation. Scope of work includes identifying data types and required fields to ensure that data is complete, establishing data standards and structure to ensure that data is consistent, developing and documenting processes to ensure that data is correct and current, and centralizing data to ensure that data is convenient.
7	PCJPB	Right of Way Fencing	\$ 250,000	The Right of Way Fencing project is an ongoing project to install fencing along the Caltrain right of way to reduce trespassing, vandalism, illegal dumping, and deaths along the Caltrain right of way.
23	SFMTA	Paratransit	\$ 10,233,010	The SFMTA provides paratransit services to persons with disabilities. Since 2004 Prop K funds have supported the program's taxi trips, pre-scheduled van trips, inter-county trips, and group van trips to senior centers. This request includes \$40,000 to fund SFMTA's Ramp Taxi Incentive Program, which provides financial incentives to drivers/companies to increase the supply of wheelchair-accessible ramp taxis available through the paratransit program.
34	SFPW	Golden Gate Ave and Laguna St Pavement Renovation	\$ 3,000,000	Demolition and pavement renovation of 36 blocks, construction and retrofit of 21 curb ramps, new sidewalk construction, traffic control, and all related and incidental work within project limits: Golden Gate Avenue from Van Ness Avenue to Divisadero Street; and Laguna Street from Haight Street to Golden Gate Avenue and Turk Street to Pine Street. Public Works plans to advertise the contract, which will incorporate subsurface improvements by the SF Public Utilities Commission, in August 2021, and expects the project to be open for use by September 2023.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
38	SFMTA	District 9 Traffic Calming [NTIP Capital]	\$ 165,000	Implement traffic calming measures to keep local streets safe for pedestrians and bicyclists by preempting speeding and cut-through traffic. Project will focus on the Folsom Street and Crescent Avenue corridors in the Mission and Bernal neighborhoods. Specific improvements will include: four speed cushions on Folsom Street between 20th and 22nd streets; two traffic islands at Folsom and 21st Streets; speed tables on Crescent Avenue between Mission and Leese streets and between Porter and Bache streets; and a raised crosswalk at Crescent Avenue and Murray Street. SFMTA anticipates completing the project by September 2022.
39	SFMTA	Bicycle Safety Education and Outreach	\$ 220,000	Provide 16 months of the Bicycle Safety Education and Outreach program to deliver over 80 classes including Adult Learn-to-Ride, Smart City Cycling, Night and All-Weather Biking, Sharing City Streets, and Youth Freedom From Training Wheels. SFMTA is requesting \$120,000 more than last cycle to fund twice as many classes and to encourage people to shift to bicycling for transportation after increases in car use during the pandemic. The program includes broad outreach to 10,000 San Francisco residents and visitors, and anticipates providing classes to 2,000 people. Outreach and classes will be supported by robust engagement through partnerships with community organizations. Contractor may propose mixture of online and in-person classes for classroom-based sessions.
39	SFMTA	District 4 Neighborway Network	\$ 274,600	Funds will be used to design improvements for a network of streets in the Sunset neighborhood to make them comfortable for bicyclists of all ages and abilities. The project leverages existing transportation planning in the district, including the Transportation Authority's District 4 Mobility Study, and the SFMTA's Slow Streets program. Request will fund SFMTA staff to review options and designs with the public using the preferred network identified in the District 4 Mobility Study. See page E5-69 of the enclosure for a map of potential corridors. SFMTA expects to complete detailed design by September 2022, followed immediately by the start of construction. The current construction phase funding plan includes Prop K funds, which could be supplemented with SFMTA fund sources if needed.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
43	SFCTA	Downtown Congestion Pricing Study - Additional Outreach	\$ 200,000	<p>Study how congestion pricing downtown could achieve four key goals: get traffic moving, improve safety, clean the air, and advance equity. Study will evaluate alternative packages of congestion charges, discounts, subsidies, incentives, and multi-modal transportation improvements based on the program goals. Extensive stakeholder and community outreach is centered on low-income communities of color and other historically underinvested communities. Per Board direction, request will fund additional outreach to business, employer, labor, and regional stakeholders and a six month extension of study timeline. We anticipate presenting draft recommendations to the Board in October 2021, and completing the final report by December 2021.</p>
TOTAL			\$15,092,610	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
7	PCJPB	Enterprise Asset Management Software System	\$ 750,000	
7	PCJPB	Right of Way Fencing	\$ 250,000	
23	SFMTA	Paratransit	\$ 10,233,010	Annual Allocation: Prop K funds allocated to this project are only for eligible expenses incurred in the fiscal year for which the allocation was made (ending 6/30/22). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (estimated mid-July 2022), any remaining unclaimed amounts will be deobligated and made available for future allocations.
34	SFPW	Golden Gate Ave and Laguna St Pavement Renovation	\$ 3,000,000	
38	SFMTA	District 9 Traffic Calming [NTIP Capital]	\$ 165,000	Multi-phase allocation is recommended given the straightforward scope, including speed humps, tables and cushions and overlapping design and construction phases as work is conducted on multiple corridors.
39	SFMTA	Bicycle Safety Education and Outreach	\$ 220,000	5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent upon amendment of the Bicycle Circulation and Safety 5YPP. See enclosed allocation request form for details.
39	SFMTA	District 4 Neighborway Network	\$ 274,600	
43	SFCTA	Downtown Congestion Pricing Study - Additional Outreach	\$ 200,000	Deliverable: Project team will present the draft project recommendations to the Citizens Advisory Committee and Board (anticipated fall 2021) and the final report. 5YPP Amendment: The recommended appropriation is contingent upon amendment of the Transportation Demand Management/Parking Management 5YPP. Funding this request would require an amendment to the 5YPP to reprogram \$200,000 from a placeholder for "Connect SF Modal Study Follow On" to the subject project. We will seek other funding, potentially including future sales tax, to backfill the 'ConnectSF Modal Study Follow On' placeholder. See enclosed allocation request form for details.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
TOTAL			\$ 15,092,610	

¹ See Attachment 1 for footnotes.

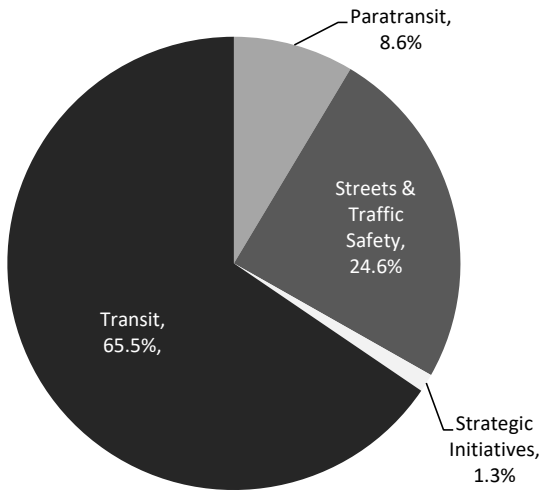
**Attachment 4.
Prop K Allocation Summary - FY2021/22**

PROP K SALES TAX

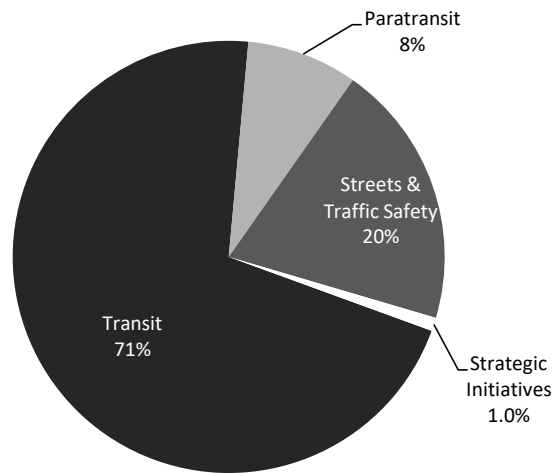
FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 11,362,378	\$ 7,449,781	\$ 3,747,597	\$ 165,000	\$ -	\$ -
Current Request(s)	\$ 15,092,610	\$ 8,991,600	\$ 5,351,010	\$ 750,000	\$ -	\$ -
New Total Allocations	\$ 26,454,988	\$ 16,441,381	\$ 9,098,607	\$ 915,000	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2021/22 allocations and appropriations approved to date, along with the current recommended allocation(s) and appropriation.

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



Prop K Investments To Date





Memorandum

AGENDA ITEM 6

DATE: July 8, 2021
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 07/13/2021 Board Meeting: Allocate \$14,892,610 and Appropriate \$200,000 in Prop K Funds, with Conditions, for Eight Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$1,000,000 to Caltrain (PCJPB) for:</p> <ol style="list-style-type: none"> 1. Enterprise Asset Management Software System (\$750,000) 2. Right of Way Fencing (\$250,000) <p>Allocate \$3,000,000 in Prop K funds to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> 3. Golden Gate Ave and Laguna St Pavement <p>Allocate \$10,892,610 in Prop K funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 4. Paratransit (\$10,233,010) 5. District 9 Traffic Calming [NTIP Capital] (\$165,000) 6. Bicycle Safety Education and Outreach (\$220,000) 7. District 4 Neighborway Network (\$274,600) <p>Appropriate \$200,000 in Prop K funds, with conditions for:</p> <ol style="list-style-type: none"> 8. Downtown Congestion Pricing Study - Additional Outreach <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have. At the July 13 Board meeting, Transportation Authority staff will provide a brief update on the Downtown Congestion Pricing Study and the proposed additional outreach work requested by the Board.</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 and appropriation 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.

Downtown Congestion Pricing Study (SFCTA): The purpose of the Downtown Congestion Pricing Study is to identify how congestion pricing downtown could achieve four key goals: get traffic moving, improve safety, clean the air, and advance equity. Since its launch in Fall 2019, the study has identified and evaluated alternative packages of congestion charges, discounts, subsidies, incentives, and multi-modal transportation improvements based on the program goals. Extensive stakeholder and community outreach is centered on low-income communities of color and other historically underinvested communities.

As noted in the December 2020 Prop K appropriation, the project team identified that the first round of outreach was more labor-intensive than originally scoped due to the pandemic, and that as staff established a plan for the study's second major round of outreach under Shelter in Place, we would consider scope and funding options for the upcoming outreach round. At the April 13, 2021 Board meeting, Chair Mandelman requested that staff extend the study by 6 months to provide more time for stakeholder input. We have included those considerations in this request, primarily, the six-month schedule extension to allow for more stakeholder input opportunity, and enhanced targeted outreach with business, employer, and labor representatives.

FINANCIAL IMPACT

The recommended action would allocate \$14,892,610 and appropriate \$200,000 in Prop K 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 Prop K Fiscal Year 2021/22 allocations and appropriations approved 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 2021/22 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 this item at its June 23, 2021 meeting. The CAC severed the Downtown Congestion Pricing Study appropriation from the remaining requests to allow a CAC member to recuse themselves due to a conflict of interest. The CAC unanimously adopted a motion of support for the staff recommendation for the allocations and adopted a separate motion of support for the staff recommended appropriation.



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 2021/22
- Enclosure - Allocation Request Forms (8)