



# Memorandum

## AGENDA ITEM 6

**DATE:** October 20, 2021

**TO:** Transportation Authority Board

**FROM:** Anna LaForte - Deputy Director for Policy and Programming

**SUBJECT:** 11/09/2021 Board Meeting: Allocate \$4,935,710 in Prop K Funds and \$4,794,258 in Prop AA Funds, with Conditions, and Appropriate \$275,000 in Prop K funds for Five Requests

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Allocate \$1,100,000 in Prop K funds to the Bay Area Rapid Transit District (BART) for:</p> <ol style="list-style-type: none"> <li>1. Accessibility Improvement Program: Public Address System and Hearing Loop</li> </ol> <p>Allocate \$2,741,883 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> <li>2. Bus Transit Signal Priority (\$1,350,883)</li> <li>3. Mission / Geneva Safety (\$1,391,000)</li> </ol> <p>Allocate \$1,093,827 in Prop K funds and \$4,794,258 in Prop AA funds to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> <li>4. Mission and Geneva Pavement Reconstruction</li> </ol> <p>Appropriate \$275,000 in Prop K funds for:</p> <ol style="list-style-type: none"> <li>5. Ocean Avenue Action Plan [NTIP Planning]</li> </ol> <p><b>SUMMARY</b></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.</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input 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>
--	---

## DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (e.g. 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 and appropriate \$10,004,968 in Prop K and Prop AA 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 and Prop AA 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 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 will consider this item at its October 27, 2021 meeting.

## **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 (5)

**Attachment 1: Summary of Requests Received**

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	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 <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	8	BART	Accessibility Improvement Program: Public Address System and Hearing Loop <sup>4</sup>	\$ 1,100,000		\$ 3,150,000	90%	65%	Construction	3, 6, 8, 9, 11
Prop K	32	SFMTA	Bus Transit Signal Priority	\$ 1,350,883		\$ 1,350,883	80%	0%	Construction	Citywide
Prop K, Prop AA	34, Street	SFPW	Mission and Geneva Pavement Reconstruction	\$ 1,093,827	\$ 4,794,258	\$ 9,888,085	79%	89%	Construction	11
Prop K	40	SFMTA	Mission / Geneva Safety Project	\$ 1,391,000		\$ 17,466,789	25%	92%	Construction	11
Prop K	44	SFCTA	Ocean Avenue Action Plan [NTIP Planning]	\$ 275,000		\$ 300,000	40%	8%	Planning/ Conceptual Engineering	7
<b>TOTAL</b>				<b>\$ 5,210,710</b>	<b>\$ 4,794,258</b>	<b>\$ 32,155,757</b>	<b>51%</b>	<b>84%</b>		

Footnotes

<sup>1</sup> "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.

<sup>2</sup> Acronyms: BART (Bay Area Rapid Transit District); SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)

<sup>3</sup> "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%.

<sup>4</sup> "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 <sup>1</sup>**

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
8	BART	Accessibility Improvement Program: Public Address System and Hearing Loop	\$ 1,100,000	\$ -	<p>This project is part of BART's Accessibility Improvement Program, which has prioritized accessibility improvements based on community input. Requested funds will be used to upgrade the current public address system at the BART/Muni Powell Street Station and install hearing loops at all of San Francisco's stations to transmit audio signals from agent booths to hearing aids. These elements will improve customer experience, safety, and accessibility, particularly for people with hearing loss. BART expects the project will be open for use by Fall 2023.</p>
32	SFMTA	Bus Transit Signal Priority	\$ 1,350,883	\$ -	<p>Requested funds will be used to repair and replace the existing transit signal priority (TSP) equipment on buses and at signalized intersections along Muni routes at locations where the equipment (e.g. radios, signal controllers and networking equipment) is nearing the end of its useful life. Funds will also be used to procure extended warranties where necessary to ensure that existing equipment continues functioning. The scope includes installing new TSP equipment at intersections that were "skipped" when a corridor was equipped with TSP. It also includes network optimization at intersections already equipped with TSP equipment to maximize the benefit from each installation. SFMTA estimates the requested funds will be sufficient to activate 5 to 20 new intersections, depending on the condition of the existing signal infrastructure. All improvements funded by the subject request will be in service by December 2024.</p> <p>TSP installations started citywide in 2012 with a goal of fully equipping every transit vehicle and every signalized intersection on a Muni bus route with TSP, approximately 600 intersections in all. To date SFMTA has equipped about 450 intersections with TSP, including all the Muni Rapid route corridors. TSP equipment has also been installed on all Muni buses and light rail vehicles currently approved for service. TSP is used to extend green lights or to bring up green lights earlier to prioritize transit vehicles as they approach intersections, thus improving transit travel times. TSP installations update traffic signal timing to the latest standards and enable remote monitoring of the effectiveness of the TSP network to facilitate adjustments and repairs.</p>

**Attachment 2: Brief Project Descriptions <sup>1</sup>**

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
34, Street	SFPW	Mission and Geneva Pavement Reconstruction	\$ 1,093,827	\$ 4,794,258	Requested funds will be used for demolition, pavement renovation of 55 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geneva Avenue from Mission to Prague Streets and Mission Street from Ney Street to Geneva Avenue. The average Pavement Condition Index score within the project limits is mid 40's, indicating the condition is in "poor condition". This project is coordinated with SFMTA's Mission/Geneva Safety Project and a San Francisco Public Utilities Commission sewer rehabilitation and replacement project in the same project area. The full scope of all project elements will be delivered through the same construction contract, which will be issued by SFPW. SFMTA and SFPW expect that all elements of the project will be open for use in Summer 2025.
40	SFMTA	Mission / Geneva Safety Project	\$ 1,391,000	\$ -	Pedestrian safety, transit reliability, and loading improvements on Mission Street between Geneva Avenue and I-280 freeway overpass and on Geneva Avenue between Mission and Prague Streets. This project will be jointly implemented with a SFPW repaving project and SFPUC sewer project, with overall project goals to improve safety along the corridor for people walking and biking, eliminate pedestrian and vehicle conflicts, support Vision Zero goals, enhance the business district with loading improvements, and improve reliability, access, and travel time to the 14, 14R//14X, and 49 bus routes. Scope includes bulb-outs, new traffic signals, raised pedestrian crossings, transit bulbs, bikeway improvements (on Geneva), transit stop improvements and changes, and loading and color curb management. Requested Prop K funds will help leverage an \$8.7 million SB1 Local Partnership Program grant that has a dollar-for-dollar local match requirement. The full scope of all project elements will be delivered through the same construction contract, which will be issued by SFPW. SFMTA and SFPW expect that all elements of the project will be open for use in Summer 2025.
44	SFCTA	Ocean Avenue Action Plan [NIP Planning]	\$ 275,000	\$ -	At the request of District 7 Commissioner Melgar, the Transportation Authority is requesting Neighborhood Program funds to develop the Ocean Avenue Action Plan to prioritize and identify funding for previously identified transportation improvements, as well as new ideas to address the corridor's key mobility issues. The Transportation Authority will convene a community-based task force to advise the development of the Action Plan, which will build on ideas to improve mobility on the Ocean Avenue corridor that have arisen through various past planning processes, but have not advanced to implementation. We anticipate presenting the final report to the Board in January 2023.
<b>TOTAL</b>			<b>\$5,210,710</b>	<b>\$4,794,258</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
8	BART	Accessibility Improvement Program: Public Address System and Hearing Loop	\$ 1,100,000	\$ -	<b>Special Condition:</b> The recommended allocation is contingent upon approval of the 2021 Prop K Strategic Plan Update and corresponding 5-Year Prioritization Program (5YPP) amendments, which is the subject of a prior item on this meeting agenda.
32	SFMTA	Bus Transit Signal Priority	\$ 1,350,883	\$ -	<b>Deliverable:</b> SFMTA shall provide a before/after study evaluating the effectiveness of the improvements funded by this project.
34, Street	SFPW	Mission and Geneva Pavement Reconstruction	\$ 1,093,827	\$ 4,794,258	<b>Special Condition:</b> The recommended allocation of Prop K funds is contingent upon approval of the 2021 Prop K Strategic Plan Update and corresponding 5YPP amendments, which is the subject of a prior item on this meeting agenda.
40	SFMTA	Mission / Geneva Safety Project	\$ 1,391,000	\$ -	
44	SFCTA	Ocean Avenue Action Plan [NTIP Planning]	\$ 275,000	\$ -	<b>Special Condition:</b> This appropriation requires a waiver of Prop K policy to allow retroactive expenditures starting 7/1/2021. At Commissioner Melgar's request, we already convened a community-based task force to help inform the scope of work for the Action Plan and this request.
<b>TOTAL</b>			<b>\$ 5,210,710</b>	<b>\$ 4,794,258</b>	

<sup>1</sup> See Attachment 1 for footnotes.

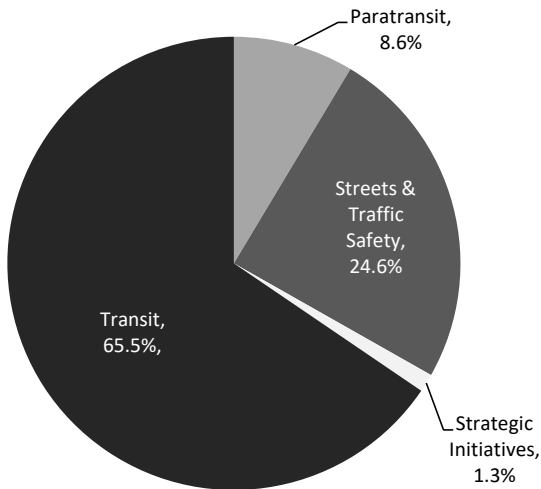
**Attachment 4.  
Prop K Allocation Summary - FY2021/22**

**PROP K SALES TAX**

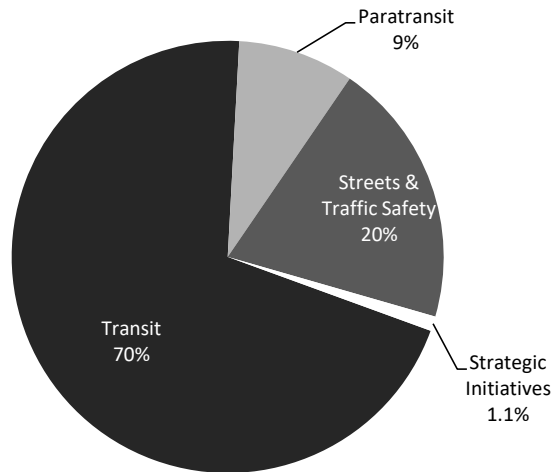
<b>FY2021/22</b>	<b>Total</b>	<b>FY 2021/22</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>
Prior Allocations	\$ 28,426,465	\$ 16,776,381	\$ 9,951,732	\$ 1,598,352	\$ 100,000	\$ -
Current Request(s)	\$ 5,210,710	\$ 150,000	\$ 975,295	\$ 1,150,294	\$ 2,051,909	\$ 883,212
New Total Allocations	\$ 33,637,175	\$ 16,926,381	\$ 10,927,027	\$ 2,748,646	\$ 2,151,909	\$ 883,212

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**

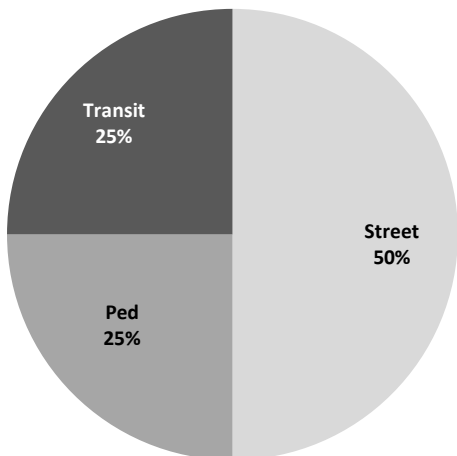


**PROP AA VEHICLE REGISTRATION FEE**

<b>FY2021/22</b>	<b>Total</b>	<b>FY 2021/22</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>
Prior Allocations	\$ 1,556,928	\$ 1,427,428	\$ 129,500	\$ -	\$ -	\$ -
Current Request(s)	\$ 4,794,258	\$ -	\$ 883,214	\$ 2,060,829	\$ 1,850,215	\$ -
New Total Allocations	\$ 6,351,186	\$ 1,427,428	\$ 1,012,714	\$ 2,060,829	\$ 1,850,215	\$ -

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

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



**Prop AA Investments To Date**

