



RESOLUTION ALLOCATING \$885,777 IN PROP K FUNDS AND \$410,000 IN PROP AA FUNDS, WITH CONDITIONS, FOR FOUR REQUESTS

WHEREAS, The Transportation Authority received four requests for a total of \$885,777 in Prop K local transportation sales tax funds and \$410,000 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: New Signals & Signs, Traffic Calming and Transportation/ Land Use Coordination; 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, Three of the four 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 Active Communities Plan requires amendments of the Bicycle Circulation and Safety and Transportation/Land Use Coordination 5YPPs, 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 \$881,000 in Prop K funds and \$410,000 in Prop AA funds, with conditions, for four projects, 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 2021/22 budget to cover the proposed actions; and

WHEREAS, At its September 1, 2021 meeting, the Community Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it



RESOLVED, That the Transportation Authority hereby amends the Prop K Bicycle Circulation and Safety and Transportation/Land Use Coordination 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$885,777 in Prop K funds and \$410,000 in Prop AA 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 and Prop AA Expenditure Plans, the Prop K and Prop AA Strategic Plans, 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, Prop AA 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/Prop AA Allocation Request Forms (4)



**San Francisco  
County Transportation  
Authority**

BD091421


RESOLUTION NO. 22-06


The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 28th day of September 2021, by the following votes:

**Ayes:** Commissioners Chan, Haney, Mar, Melgar, Peskin, Preston, Ronen, Safai, Stefani, Walton (10)

**Nays:** (0)

**Absent:** Commissioner Mandelman (1)

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 10/5/2021  
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 \_\_\_\_\_  
 Rafael Mandelman Date  
 Chair

ATTEST:  10/6/2021  
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 \_\_\_\_\_  
 Tilly Chang Date  
 Executive Director

**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	31	SFMTA	New Signal Contract 66 <sup>4</sup>	\$ 300,000		<sup>4</sup> \$ 1,300,000	26%	77%	Design	1, 4, 5, 6, 8, 9, 11
Prop K	38	SFMTA	Application-Based Traffic Calming Program - FY20/21 Cycle Design <sup>4</sup>	\$ 175,777		\$ 175,777	51%	0%	Design	1, 2, 4, 5, 6, 7, 8, 9, 10, 11
Prop K	39, 44	SFMTA	Active Communities Plan	\$ 410,000		\$ 1,110,000	NA	63%	Planning	Citywide
Prop AA	Ped	SFPW	Joice Alley Lighting Improvements		\$ 410,000	\$ 410,000	NA	0%	Construction	3
<b>TOTAL</b>				<b>\$ 885,777</b>	<b>\$ 410,000</b>	<b>\$ 2,995,777</b>	14%	57%		

## Attachment 1: Summary of Requests Received

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### 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: 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
31	SFMTA	New Signal Contract 66	\$ 300,000	\$ -	Funds are requested to design new traffic signals at ten intersections and a rectangular rapid flashing beacon (RRFB) at one intersection to improve traffic operations, and pedestrian and bicycle safety. Improvements at all new signal locations include pedestrian countdown signals, accessible (audible) pedestrian signals, controllers, conduit, wiring, poles, and curb ramps. Locations include 4th Avenue and Fulton Street, 4th Street and Long Bridge Street, 4th Street and Mission Rock Street (RRFB), 10th Avenue and Lincoln Way, 28th Street and Guerrero Street, 39th Avenue and Fulton Street, 41st Avenue and Lincoln Way, Alemany Boulevard and Cotter Street, Castro Street/Divisadero Street/Waller Street, Cesar Chavez Street and Florida Street, and Mary Street/Mint Street/Mission Street. SFMTA expects to complete design by December 2022 and have all locations open for use by September 2024.
38	SFMTA	Application-Based Traffic Calming Program - FY20/21 Cycle Design	\$ 175,777	\$ -	Requested funds will be used to design 116 traffic calming projects (i.e., locations) identified, evaluated and ranked through the SFMTA Application-Based Residential Street Traffic Calming program. The projects will consist of approximately 220 individual traffic calming devices, including speed humps, speed cushions, speed tables, raised crosswalks and traffic islands. Design is anticipated to be done by June 2022 and all locations constructed and open for use by December 2023. See page E5- 21 of the enclosure for the list of locations accepted and submitted to the program for this cycle.
39, 44	SFMTA	Active Communities Plan	\$ 410,000	\$ -	This request will fund the Active Communities Plan, a community-driven, citywide planning process to update the 2005 SFMTA Bicycle Master Plan. The plan will be inclusive of all devices, both human-powered and electric-motor, that can legally operate on bike facilities. Special emphasis will be paid to Equity Priority Communities during the planning process. The plan will update the citywide bike network and design guidelines, develop recommendations for policies and programs related to bicycling, produce implementation plans for Priority (disadvantaged) Communities, and establish a set of criteria for prioritization that directly furthers goals and policies established in the plan, including mode shift, safety, access, and furthering equity. The project will start in the Fall 2021, with adoption by the SFMTA Board in February 2024. Requested funds will provide local match to a Caltrans Planning Grant and strengthen analysis and outreach tasks.

**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
Ped	SFPW	Joice Alley Lighting Improvements	\$ -	\$ 410,000	This request will fund the constuction phase for three new pedestrian-scale street lights, and sidewalk and roadway improvements on Joice Alley between Clay Street and Sacramento Street in the Chinatown neighborhood. The project will make walking more inviting and safe along this important pedestrian path directly across Gordon J. Lau Elementary and close to the Powell cable car line, several Muni bus stops and the new Chinatown subway station. The scope of work includes adjustment of utility vaults, tree protection, 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 that the project will be open for use by March 2022.
<b>TOTAL</b>			<b>\$885,777</b>	<b>\$410,000</b>	

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



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

<b>EP Line No./ Category</b>	<b>Project Sponsor</b>	<b>Project Name</b>	<b>Prop K Funds Recommended</b>	<b>Prop AA Funds Recommended</b>	<b>Recommendations</b>
31	SFMTA	New Signal Contract 66	\$ 300,000	\$ -	
38	SFMTA	Application-Based Traffic Calming Program - FY20/21 Cycle Design	\$ 175,777	\$ -	
39, 44	SFMTA	Active Communities Plan	\$ 410,000		<p><b>5-Year Prioritization Program (5YPP) Amendments:</b> The recommended allocation is contingent upon amendment of the Bicycle Circulation and Safety 5YPP and Transportation/Land Use Coordination 5YPP. See enclosed allocation request form for details.</p> <p>SFMTA will present draft recommendations to the Board, anticipated September 2023.</p>
Ped	SFPW	Joice Alley Lighting Improvements	\$ -	\$ 410,000	
<b>TOTAL</b>			<b>\$ 885,777</b>	<b>\$ 410,000</b>	

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

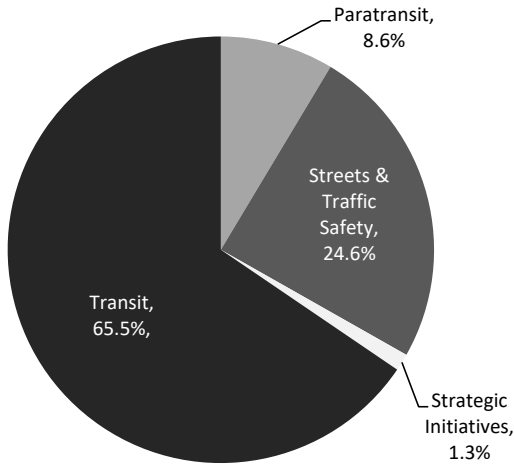
**Attachment 4.  
Prop K Allocation Summary - FY2021/22**

**PROP K SALES TAX**

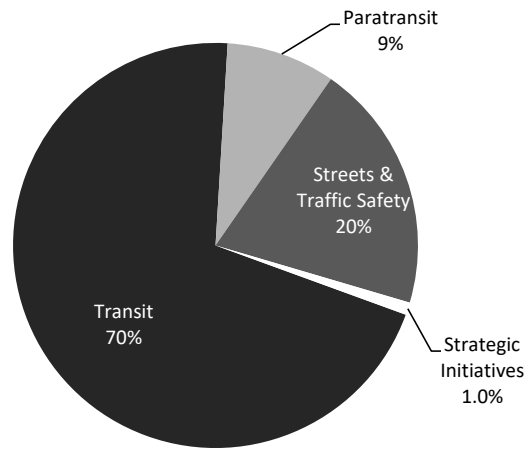
FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 26,454,988	\$ 16,441,381	\$ 9,098,607	\$ 915,000	\$ -	\$ -
Current Request(s)	\$ 885,777	\$ 230,000	\$ 494,925	\$ 160,852	\$ -	\$ -
New Total Allocations	\$ 27,340,765	\$ 16,671,381	\$ 9,593,532	\$ 1,075,852	\$ -	\$ -

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**

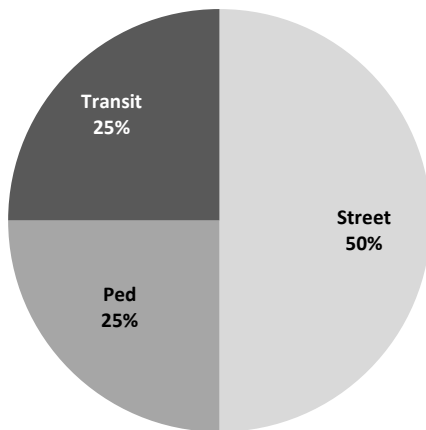


**PROP AA VEHICLE REGISTRATION FEE**

FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	\$ 926,928	\$ 926,928	\$ -	\$ -	\$ -
Current Request(s)	\$ 410,000	\$ -	\$ 390,500	\$ 19,500	\$ -
New Total Allocations	\$ 1,336,928	\$ 926,928	\$ 390,500	\$ 19,500	\$ -

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**

