



Memorandum

AGENDA ITEM 8

DATE: November 22, 2021
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 12/07/2021 Board Meeting: Allocate \$11,216,003 in Prop K Funds and \$3,000,000 in TNC Tax Funds, with Conditions, and Appropriate \$3,500,000 in Prop K Funds for Eight Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$950,000 in Prop K funds to the Bay Area Rapid Transit District (BART) for:</p> <ol style="list-style-type: none"> 1. Accessibility Improvement Program: Public Address System <p>Allocate \$7,341,859 in Prop K and TNC Tax funds to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 2. Western Addition Area - Traffic Signal Upgrades - Phase 1 (\$1,195,859) 3. FY22 Vision Zero Quick-Build Program Implementation (\$2,821,000 in Prop K funds, \$3,000,000 in TNC Tax funds) 4. Page Slow Street (\$325,000) <p>Allocate \$5,924,144 in Prop K funds to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> 5. Junipero Serra Blvd Pavement Renovation (\$4,397,129) 6. Curb Ramps (\$978,252) 7. Mansell Street Curb Ramps - Additional Locations (\$548,763) <p>Appropriate \$3,500,000 in Prop K funds for:</p> <ol style="list-style-type: none"> 8. DTX Rail Program Oversight and Technical Support for FTA Project Development (\$3,500,000) <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.</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 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.

BART Accessibility Improvement Program: Public Address System Request. At the October 27 Community Advisory Committee (CAC) meeting, the CAC considered a Prop K request from BART for the Accessibility Improvement Program: Public Address System and Hearing Loop project. After some discussion, the CAC approved a motion to delay consideration until BART and SFMTA coordinate on potentially adding hearing loops to the Muni station agent booths at the shared stations in San Francisco, in addition on the BART agent booths as proposed in the pending request. The CAC motion also indicated that they didn't want to hold up making BART's proposed accessibility improvements if the coordination with SFMTA would cause significant delays to the BART project.

Since the CAC meeting, we have been actively working with BART and SFMTA staff to address the CAC's request. As a result of these discussions, BART has agreed to separate the accessibility improvements into two projects. This will allow for the portion of the project related to the Public Address System at the Powell Street BART station to be put out to bid now, while coordination between BART and SFMTA continues for the hearing loop enhancements at the shared stations. The pending request for BART's Accessibility Improvement Program: Public Address System has been reduced from \$1,100,000 to \$950,000, with \$150,000 remaining available for the BART Accessibility Program hearing loop project which we anticipate will advance in Spring 2022.

FINANCIAL IMPACT

The recommended action would allocate and appropriate \$17,716,003 in Prop K and TNC Tax funds. The allocations and appropriations 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 December 1, 2021 meeting.



SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop K and TNC Tax Allocation Summaries - FY 2021/22
- Enclosure - 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	Current TNC Tax 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	5	SFCTA	DTX Rail Program Oversight and Technical Support for FTA Project Development	\$ 3,500,000		\$ 3,500,000	86%	0%; overall project expected to meet/exceed EP leveraging	Design	6, 10
Prop K	8	BART	BART Accessibility Improvement Program: Public Address System ⁴	\$ 950,000		\$ 3,000,000	90%	68%	Construction	3, 6
Prop K	33	SFMTA	Western Addition Area Traffic Signal Upgrades - Phase 1	\$ 1,195,859		\$ 10,596,500	41%	89%	Construction	5, 6
Prop K	34	SFPW	Junipero Serra Blvd Pavement Renovation	\$ 4,397,129		\$ 4,517,204	79%	3%; overall project 10%	Construction	7
PROP K, TNC TAX	38, 40, Quickbuilds	SFMTA	FY22 Vision Zero Quick-Build Program Implementation	\$ 2,821,000	3,000,000	\$ 5,821,000	44%	52%	Design, Construction	Citywide
Prop K	39	SFMTA	Page Slow Street	\$ 325,000		\$ 325,000	28%	0%	Environmental Studies	5
Prop K	41	SFPW	Curb Ramps	\$ 978,252		\$ 978,252	45%	0%; overall project 16%	Construction	5, 6, 8, 11
Prop K	41	SFPW	Mansell Street Curb Ramps - Additional Locations	\$ 548,763		\$ 548,763	45%	0%; overall project 11%	Construction	9, 10
TOTAL				\$ 14,716,003	\$ 3,000,000	\$ 29,286,719	48%	49%		

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: BART (Bay Area Rapid Transit District); SFCTA (San Francisco County 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%.

Attachment 1: Summary of Requests Received

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K, non-Prop AA, or non-TNC Tax 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	TNC Tax Funds Requested	Project Description
5	SFCTA	DTX Rail Program Oversight and Technical Support for FTA Project Development	\$ 3,500,000		The Downtown Rail Extension (DTX) program of projects represents the most significant set of interrelated rail projects under development in San Francisco. This appropriation provides for SFCTA program management oversight and technical support for development of the DTX project during the Federal Transit Administration (FTA) project development process, planned to culminate in a request (anticipated in the range of \$1.5-2.5 billion) for New Starts grant funds from the FTA. This request also provides for oversight and planning support to the Caltrain 4th and King Railyards Preliminary Business Case process.
8	BART	BART Accessibility Improvement Program: Public Address System	\$ 950,000		This project is one of the priorities of BART's Accessibility Improvement Program, which was developed based on community input. The Project will upgrade current public address system at the BART/Muni Powell Street Station, which has reached the end of its useful life and needs multiple upgrades to improve sound quality and speech intelligibility. These elements will improve customer experience, safety, and accessibility. BART expects the project will be completed by December 2023.
33	SFMTA	Western Addition Area Traffic Signal Upgrades Phase 1	\$ 1,195,859		<p>Requested funds will install traffic-signal related safety improvements at a total of 16 locations in the Western Addition area. Upgrades will include new pedestrian countdown signals, accessible (audible) pedestrian signals, mast arms, higher-visibility 12-inch traffic signal heads, updated curb ramps, and replacement of old signal infrastructure. Scope includes new signals at Buchanan Street/Golden Gate Avenue and Golden Gate Avenue/Octavia Street, and pedestrian activated flashing beacons and speed radar signs at Buchanan/Turk Streets and Buchanan/Fulton Streets which would complement the renovations planned for Buchanan Mall. See page 25 of the enclosure for the full list of locations. Six locations are located on the Vision Zero High Injury Network.</p> <p>Phase 1 locations have been prioritized to coordinate with Public Work paving projects, and were selected in part based on feedback from the 2017 Western Addition Community-Based Transportation Plan funded in part through the Transportation Authority's Neighborhood Program. This allocation would leverage \$3,179,500 in Local Partnership Program funds recommended by the Board in March 2021. SFMTA expects that all locations will be open for use by December 2023.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	TNC Tax Funds Requested	Project Description
34	SFPW	Junipero Serra Blvd Pavement Renovation	\$ 4,397,129		Demolition and pavement renovation along 17 blocks of Junipero Serra Boulevard from Monterey Boulevard to 19th Avenue (16 blocks), and on Stratford Drive from Junipero Serra Boulevard to Junipero Serra Boulevard (1 block). Scope includes new and retrofitted curb ramps, new sidewalk construction, traffic control, and all related and incidental work within project limits. The construction contract for this project will include San Francisco Public Utilities Commission scope for sewer main replacement along Junipero Serra, and San Francisco Municipal Transportation Agency scope for traffic signal conduit and traffic signal box replacement at Junipero Serra and Holloway Avenue. SFPW anticipates that the project will be open for use by March 2024.
38, 40, Quickbuilds	SFMTA	FY22 Vision Zero Quick-Build Program Implementation	\$ 2,821,000	\$ 3,000,000	Requested funds will be used to design and construct pedestrian and bicycle safety improvements on 10 corridors on the Vision Zero High Injury Network (see page 48 of the enclosure for locations), as well as programmatic spot improvements at locations to be identified throughout the city. Improvements are comprised of reversible or adjustable traffic control measures such as paint, posts, signs, and parking & loading changes. The project also includes evaluation of each quick-build project. SFMTA anticipates that all quick-build projects will be open for use by December 2023.
39	SFMTA	Page Slow Street	\$ 325,000		Conduct public outreach, field testing (evaluation of temporary traffic safety measures), and final approvals for traffic safety investments on and adjacent to Page Street between Stanyan and Gough streets. The existing Slow Street includes temporarily-approved measures from the 2019 Page Bikeway Pilot project as well as from the COVID-19 emergency response. This effort will continue the evaluation and adjustment of these measures, and will conduct extensive public outreach to identify and approve final recommended measures including streetscape changes that require more detailed design and construction. Field testing of measures would begin in spring 2022. SFMTA expects to obtain the approvals necessary to start detailed design of a long-term project by March 2023.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	TNC Tax Funds Requested	Project Description
41	SFPW	Curb Ramps	\$ 978,252		Requested funds will be used to construct 16 curb ramps at the intersections of San Jose Avenue/Broad Street/Farragut Avenue, Twin Peaks Boulevard/Crown Terrace Avenue, Twin Peaks Boulevard/Graystone Terrace Avenue, 17th/Church Streets (North and South), and Townsend/Clyde Streets. The intersection of 17th and Church is a complex location that requires coordination with MUNI light rail operations and de-energizing overhead contact system lines to allow safe construction of the curb ramps, thus the project cost includes substitution of light rail service with bus service for an estimated 28 days. Public Works and the Mayor's Office on Disability developed a list of curb return locations identified through citizen complaints and requests. SFPW anticipates all locations will be completed by December 2023.
41	SFPW	Mansell Street Curb Ramps - Additional Locations	\$ 548,763		This request would provide funds to expand the scope of the Prop K funded Mansell Street Curb Ramp project, approved in October 2020, to include 12 additional locations along Mansell Street at the intersections with Brussels and Girard Streets. The total number of curb ramps in this project will increase to 42 ramps. See page 104 of the enclosure for the full list of locations. The proposed curb ramps are located on concrete streets, which requires concrete gutter and curb repair which is more expensive than asphalt to replace. These locations also have steep grades, requiring in some instances handrails and additional concrete work. SFPW expects the project to be open for use by June 2022.
TOTAL			\$14,716,003	\$3,000,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	TNC Tax Funds Recommended	Recommendations
5	SFCTA	DTX Rail Program Oversight and Technical Support for FTA Project Development	\$ 3,500,000		Strategic Plan Update: The recommendation is contingent upon approval of the 2021 Prop K Strategic Plan Update and corresponding 5YPP amendments, anticipated at December 7 Board meeting.
8	BART	BART Accessibility Improvement Program: Public Address System	\$ 950,000		5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent upon approval of the 2021 Prop K Strategic Plan Update and corresponding 5YPP amendments, anticipated at December 7 Board meeting.
33	SFMTA	Western Addition Area Traffic Signal Upgrades - Phase 1	\$ 1,195,859		5YPP Amendment: The recommended allocation is contingent upon approval of the 2021 Prop K Strategic Plan Update and corresponding 5YPP amendments, anticipated at Dec. 7 Board meeting.
34	SFPW	Junipero Serra Blvd Pavement Renovation	\$ 4,397,129		5YPP Amendment: The recommended allocation is contingent upon approval of the 2021 Prop K Strategic Plan Update and corresponding 5YPP amendments, anticipated at Dec. 7 Board meeting.
38, 40, Quickbuilds	SFMTA	FY22 Vision Zero Quick-Build Program Implementation	\$ 2,821,000	\$3,000,000	Note: In October 2020, the Board programmed \$5 million in FY 2021/22 TNC Tax funds to the Vision Zero Quick-Build Program. This recommendation would allocate \$3 million collected to date of the \$5 million programmed.
39	SFMTA	Page Slow Street	\$ 325,000		5YPP Amendment: The recommended allocation is contingent upon approval of the 2021 Prop K Strategic Plan Update and corresponding 5YPP amendments (anticipated at the December 7 Board meeting), as well as an additional amendment of the Bicycle Circulation and Safety 5YPP. See enclosed allocation request form for details.
41	SFPW	Curb Ramps	\$ 978,252		
41	SFPW	Mansell Street Curb Ramps - Additional Locations	\$ 548,763		
TOTAL			\$ 14,716,003	\$ 3,000,000	

¹ See Attachment 1 for footnotes.

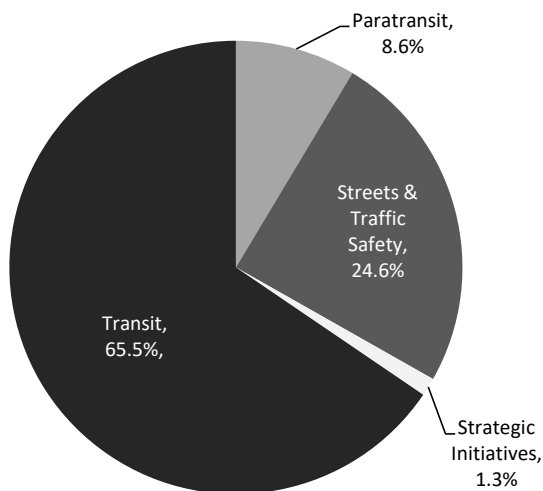
**Attachment 4.
Prop K Allocation Summary - FY2021/22**

PROP K SALES TAX

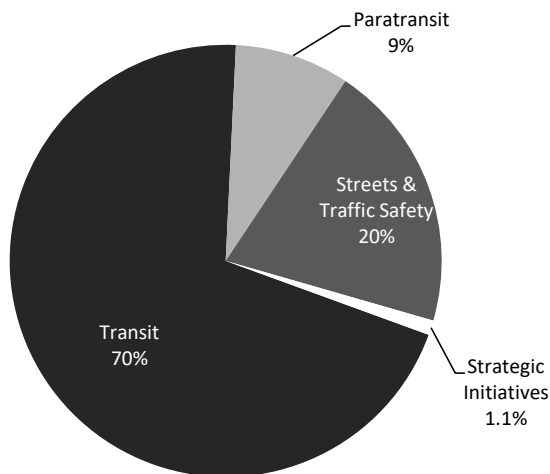
FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 32,537,175	\$ 16,926,381	\$ 10,527,027	\$ 2,048,646	\$ 2,151,909	\$ 883,212
Current Request(s)	\$ 14,716,003	\$ 1,450,000	\$ 7,306,017	\$ 5,959,986	\$ -	\$ -
New Total Allocations	\$ 47,253,178	\$ 18,376,381	\$ 17,833,044	\$ 8,008,632	\$ 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



TRAFFIC CONGESTION MITIGATION TAX (TNC Tax)

FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 3,000,000	\$ -	\$ 2,660,000	\$ 340,000	\$ -
New Total Allocations	\$ 3,000,000	\$ -	\$ 2,660,000	\$ 340,000	\$ -

TNC Tracker
Good
Good