



RESOLUTION ALLOCATING \$2,163,640 IN PROP K FUNDS, WITH CONDITIONS, FOR TWO REQUESTS

WHEREAS, The Transportation Authority received two requests totaling \$2,163,640 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Vehicles - Muni and Signals & Signs 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, The San Francisco Municipal Transportation Agency's (SFMTA's) request for Traffic Signal Hardware FY 22 is consistent with the 5YPP for its category; and

WHEREAS, The SFMTA's request for Replacement of 27 Paratransit Vehicles requires a 5YPP amendment as summarized in Attachment 3 and detailed in the attached allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$2,163,640 in Prop K funds, with conditions, for two projects, as described in Attachment 3 and detailed in the attached 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 adopted Fiscal Year 2021/22 budget to cover the proposed actions; now, therefore, be it



RESOLVED, That the Transportation Authority hereby amends the Prop K Vehicles - Muni 5YPP, as detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$2,163,640 in Prop K funds, with conditions, for two projects, as summarized in Attachment 3 and detailed in the attached 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 attached 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 Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K and Prop AA Allocation Summaries - FY 2021/22
5. Allocation Request Forms (2)

**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	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	17M	SFMTA	Replace 27 Paratransit Vehicles	\$ 1,503,640	\$ 3,769,970	84%	60%	Design, Construction	Citywide
Prop K	33	SFMTA	Traffic Signal Hardware FY 22	\$ 660,000	\$ 660,000	79%	0%	Construction	2, 3, 5, 6, 7, 8, 9, 10, 11
<b>TOTAL</b>				<b>\$ 2,163,640</b>	<b>\$ 4,429,970</b>	83%	51%		

Footnotes

<sup>1</sup> "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2021 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)

<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	Project Description
17M	SFMTA	Replace 27 Paratransit Vehicles	\$ 1,503,640	Funds will be used to replace 27 paratransit vehicles that have reached the ends of their useful lives. This procurement includes 26 vehicles with capacity for up to 14 ambulatory passengers or 6 ambulatory passengers with up to 4 wheelchair passengers. The procurement also includes one vehicle with a smaller footprint and less capacity but better maneuverability for service to narrow streets and small parking areas. Procuring different models of vehicles will provide operational flexibility for the ridership demands and service routes. SFMTA will work with stakeholders over the next two months to finalize specifications for the vehicle configurations. Vehicles are expected to be in service by Summer 2023.
33	SFMTA	Traffic Signal Hardware FY 22	\$ 660,000	Requested funds will be used to replace accessible pedestrian signals, signal controller cabinets, and battery backup system cabinets that have exceeded or are nearing the end of their useful life. Replacing the traffic signal hardware will help maintain SFMTA's traffic safety assets in a state of good repair, which is critical to ensuring a safe and reliable transportation system. Work will be carried out by City forces and all new equipment will be operational by Summer 2024.
<b>TOTAL</b>			<b>\$2,163,640</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	Recommendations
17M	SFMTA	Replace 27 Paratransit Vehicles	\$ 1,503,640	<p><b>5-Year Prioritization Program (5YPP) Amendment:</b> The recommended allocation is contingent upon amendment of the Vehicles-Muni 5YPP. See attached 5YPP amendment for details.</p> <p><b>Multi-phase allocation</b> is recommended given the short 2-month duration of the design phase which is required to finalize the vehicle specifications, service requirements and any desirable feature upgrades. Cost estimate is based on experience from previous procurements and manufacturer price lists, with an 8% contingency to cover any cost increases arising from the stakeholder outreach during the design phase. See attached allocation request form for additional details.</p>
33	SFMTA	Traffic Signal Hardware FY 22	\$ 660,000	
<b>TOTAL</b>			<b>\$ 2,163,640</b>	

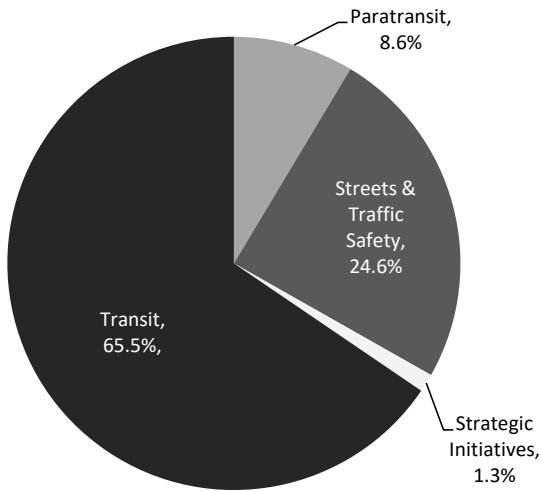
<sup>1</sup> See Attachment 1 for footnotes.

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

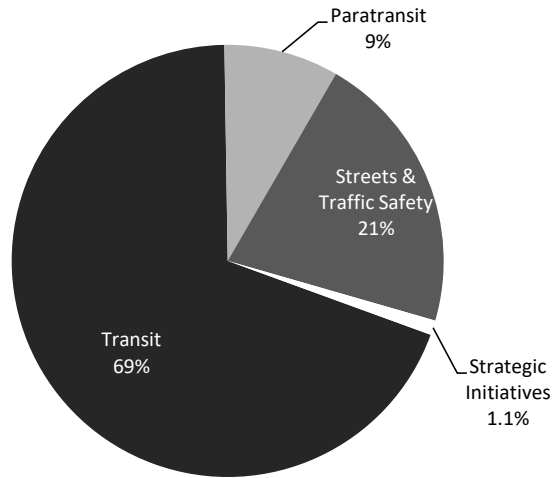
<b>PROP K SALES TAX</b>						
<b>FY2021/22</b>	<b>Total</b>	<b>FY 2021/22</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>
Prior Allocations	\$ 47,253,178	\$ 16,996,381	\$ 18,798,044	\$ 8,423,632	\$ 2,151,909	\$ 883,212
Current Request(s)	\$ 2,163,640	\$ -	\$ 1,903,640	\$ 230,000	\$ 30,000	\$ -
New Total Allocations	\$ 49,416,818	\$ 16,996,381	\$ 20,701,684	\$ 8,653,632	\$ 2,181,909	\$ 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**



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Replace 27 Paratransit Vehicles
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>PROP K Expenditure Plans</b>	Vehicles - MUNI
<b>Current PROP K Request:</b>	\$1,503,640
<b>Supervisorial District</b>	Citywide

## REQUEST

### Brief Project Description

Replace 27 paratransit vehicles that have reached the ends of their useful lives. Two types of vehicles will be procured: 26 vans accommodating up to 14 passengers, one smaller van with better maneuverability for use in narrow streets and destinations with limited space. Procuring different models of vehicles will provide operational flexibility for the ridership demands and service routes. SFMTA will work with stakeholders to develop specifications for the vehicle configurations. Specifications will be finalized by Spring 2022 and vehicles will be approved for service by Summer 2023.

### Detailed Scope, Project Benefits and Community Outreach

See attached background and detailed scope.

### Project Location

All San Francisco Paratransit service area

### Project Phase(s)

Design Engineering (PS&E), Construction (CON)

### Justification for Multi-phase Request

Multi-phase allocation is recommended given the short 2-month duration of the design phase which is required to finalize the vehicle specifications, service requirements and any desirable feature upgrades. Cost estimate is based on experience from previous procurements and manufacturer price lists, with an 8% contingency to cover any cost increases arising from the stakeholder outreach during the design phase.



## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	New Project
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### Justification for Necessary Amendment

Request includes an amendment to the Vehicles-Muni 5YPP to reprogram \$1,503,640 in Prop K funds deobligated from the 67 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches project to the subject project. The funds are not needed for the motor coach project because there was a change order cost reduction reflecting reduced need for spare parts and special tools.

## Scope and Background - Replace 27 Paratransit Vehicles

Under the Americans with Disabilities Act (ADA), the San Francisco Municipal Transportation Agency (SFMTA) is responsible for providing paratransit services to people with disabilities, who are unable to independently access bus or light rail services some or all of the time and are certified eligible for paratransit services according to federal guidelines.

The SFMTA provides paratransit services to ADA-eligible passengers via a variety of modes administered under contract by its Paratransit Broker. One of the paratransit modes offered by the SFMTA is its SF Access service, which provides prescheduled, shared-ride door-to-door van service using a fleet of City-owned vehicles. The SFMTA's SF Access active fleet of 130 vehicles consists of 92 cutaway vans, 28 minivans, and 10 sedans. SFMTA also makes use of a reserve fleet consisting of 20 cutaways, bringing the SF Access fleet to a total of 150 vehicles. Reserve fleet vehicles have passed their expected useful lives but remain in use to meet demand.

The 27 paratransit vehicles in the scope of the subject request are needed to replace cutaway vans in the active fleet that have reached the ends of their useful lives. The Paratransit Vehicle Procurement Program will also procure, without Prop K funds, another 20 cutaways to expand the SF Access active fleet to 150, allowing the reserve fleet – all of which have exceeded their expected useful lives – to be retired. Together, the replacement and expansion procurements lower the average age of the SF Access fleet to less than the expected useful life, reduce maintenance costs and increase reliability.

The requested funds will be used for procuring the 27 replacement vehicles at an estimated cost of \$3,769,970. These 27 replacement vehicles will consist of 26 gasoline-powered Ford Transit Model E-450 vans and 1 gasoline-powered Ford Model T-350 van. The Ford E-450 offers more seating and wheelchair capacities than the T-350, accommodating up to 14 ambulatory passengers, or up to 4 ambulatory passengers with a maximum of 4 wheelchair passengers. The Ford T-350 can accommodate up to 6 passengers, or 4 ambulatory passengers with a maximum 2 wheelchair passengers. The smaller vehicle has a smaller footprint and offers better maneuverability for service to narrow streets and small parking areas. Procuring different models of vehicles provides operational flexibility for the ridership demands and service routes. SFMTA fleet engineers have evaluated battery-electric paratransit vehicles and determined that such vehicles as are currently available do not meet the performance requirements of San Francisco's challenging service environment.

Delivery of the project will require a design phase as well as a construction phase. The design phase of the project will include research to ascertain what features are available in the marketplace, determine design preferences for the vehicles and identify a qualified vendor. The project team will reach out to the SFMTA's Accessible Services division, the Muni Accessibility Advisory Committee, maintenance staff and the Paratransit broker to define the vehicle specifications, service requirements and any desirable feature upgrades. Potential upgrades include features or components that might provide better and more reliable service such as reconfigured seating, better and more comfortable seats, more reliable wheelchair ramps or lifts, low floor options, improved doors, etc. SFMTA's cost estimate is based on experience from previous procurements and manufacturer price lists, with a contingency to cover any increases arising from the stakeholder outreach. The design phase is anticipated to be done by March 2022.

The construction phase of the project will include procurement, project management, contract administration, vehicle inspections, testing and acceptance, vehicle registration and placing the vehicles into service. All vehicles are anticipated be delivered and accepted by September 2023.

## **Scope and Background - Replace 27 Paratransit Vehicles**

The full range of paratransit services provided by the SFMTA for ADA-eligible paratransit users includes:

- Paratransit Taxi – Provides individual paratransit taxi trips using sedans and wheelchair accessible ramped taxis operated by private companies.
- SF Access – Provides pre-scheduled, shared-ride door-to-door van service in City-owned vehicles operated under contract.
- Intercounty – Pre-scheduled paratransit trips to or from Muni's service area in San Francisco, and to or from destinations in Alameda County, Marin, and Contra Costa County. These latter trips are provided by the East Bay Paratransit Consortium and Whistle Stop Wheels through brokered agreements.
- Group Van – Provides pre-scheduled group trips for paratransit users who are going to a common destination such as Adult Day Health Centers, developmentally disabled worksites, senior nutrition programs, etc.
- Department of Aging and Adult Services Group Van – Provides pre-scheduled group van services to senior centers funded by the Department of Aging & Adult Services.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Replace 27 Paratransit Vehicles
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2022	Jan-Feb-Mar	2022
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2022		
Operations (OP)				
Open for Use			Apr-May-Jun	2023
Project Completion (means last eligible expenditure)			Apr-May-Jun	2023

## SCHEDULE DETAILS

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Replace 27 Paratransit Vehicles
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-117M: Vehicles - MUNI	\$1,503,640	\$0	\$0	\$1,503,640
FTA Section 5307	\$0	\$0	\$2,266,330	\$2,266,330
<b>Phases In Current Request Total:</b>	<b>\$1,503,640</b>	<b>\$0</b>	<b>\$2,266,330</b>	<b>\$3,769,970</b>

## COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$40,000	\$40,000	Experience from previous procurements
Construction	\$3,729,970	\$1,463,640	Manufacturer Price Lists
Operations	\$0		
Total:	\$3,769,970	\$40,000	\$1,463,640

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	12/17/2021
<b>Expected Useful Life:</b>	5 Years

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

### MAJOR LINE ITEM BUDGET - Replace 27 Paratransit Vehicles

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFMTA	Consultant	Vendor Unit Cost
<b>1. Design</b>	\$ 40,000	1%	\$ 40,000		
<b>2. Procurement</b>					
Construction Management					
Project Management	\$ 50,000	1%	\$ 50,000		
Contract Admin	\$ 25,000	1%	\$ 25,000		
Other Direct Cost *	\$ 26,314	1%	\$ 26,314		
Manufacturing oversight **	\$ 60,465	2%		\$ 60,465	
Construction					
Ford Transit E450 (Replacement) - 26	\$ 3,156,400	85%			\$ 121,400
Ford T350 (Replacement) - 1	\$ 100,300	3%			\$ 100,300
Contingency	\$ 311,491	8%			
<b>Procurement Subtotal</b>	\$ 3,729,970				
<b>TOTAL PROCUREMENT PHASE</b>	<b>\$ 3,769,970</b>		<b>\$ 141,314</b>	<b>\$ 60,465</b>	

\* Travel costs associated with the First Article Inspection and random inspections during the production build.

\*\* Onsite inspection support, First Article Inspection Report, First Article component validations and audit support.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Replace 27 Paratransit Vehicles
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP K Requested:</b>	\$1,503,640	<b>Total PROP K Recommended</b>	\$1,503,640

<b>SGA Project Number:</b>		<b>Name:</b>	Replace 27 Paratransit Vehicles - Design
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	09/30/2022
<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP K EP-117M	\$40,000	\$0	\$0	\$0	\$0	\$40,000

#### Deliverables

1. Quarterly progress reports shall include % complete of design, work performed in the prior quarter including outreach performed, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. On completion of design (anticipated by March 2022) provide lists of design preferences identified, and any upgraded features or components specified for the new vehicles such as low floor options, reconfigured seating, and/or improved seats, wheelchair ramps, wheelchair lifts or doors.

#### Special Conditions

1. The recommended allocation is contingent upon amendment of the Vehicles-Muni 5YPP. See attached 5YPP amendment for details.

<b>SGA Project Number:</b>		<b>Name:</b>	Replacement of 27 Paratransit Vehicles - Construction
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	06/30/2024
<b>Phase:</b>	Construction	<b>Fundshare:</b>	38.58%

**Cash Flow Distribution Schedule by Fiscal Year**

<b>Fund Source</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>	<b>Total</b>
PROP K EP-117M	\$0	\$1,463,640	\$0	\$0	\$0	\$1,463,640

**Deliverables**

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of vehicles received, upcoming project milestones (e.g. pilot vehicle, delivery, acceptance, revenue service), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, number of vehicles received or placed in service, and any issues that could impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon receipt of the first vehicle of each type, provide two digital photos of the new vehicle, with at least one photo showing the Prop K decal affixed to the vehicle. See SGA for guidance.

**Special Conditions**

1. The recommended allocation is contingent upon amendment of the Vehicles-Muni 5YPP. See attached 5YPP amendment for details.

<b>Metric</b>	<b>PROP K</b>	<b>TNC TAX</b>	<b>PROP AA</b>
Actual Leveraging - Current Request	60.12%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	60.12%	No TNC TAX	No PROP AA



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Replace 27 Paratransit Vehicles
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current PROP K Request:</b>	\$1,503,640
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

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## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Becky W. Chen	Joel C Goldberg
<b>Title:</b>	Associate Engineer	Grants Procurement Manager
<b>Phone:</b>	(415) 535-1425	(415) 646-2520
<b>Email:</b>	becky.chen@sfmta.com	joel.goldberg@sfmta.com

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)**  
**Vehicles - Muni (EP 17M)**  
**Programming and Allocations to Date**  
 Pending January 25, 2022 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
<b>Carry Forward From 2014 5YPP</b>									
SFMTA	Replace 30 30-foot Hybrid Diesel Motor Coaches <sup>2,3</sup>	CON	Programmed	\$0					\$0
SFMTA	Replace 85 40-Foot Trolley Coaches <sup>5,6</sup>	CON	Programmed	\$0					\$0
SFMTA	Replace 28 Paratransit Vans <sup>5</sup>	CON	Allocated		\$1,156,151				\$1,156,151
<b>2019 5YPP Programming and Allocations</b>									
SFMTA	Rehabilitation of 5 Vintage Streetcars <sup>2</sup>	CON	Allocated	\$700,788					\$700,788
SFMTA	Transit Vehicle Replacement or Rehabilitation - Placeholder <sup>3</sup>	CON	Programmed	\$0					\$0
SFMTA	Replace 30 30-foot Hybrid Motor Coaches <sup>6</sup>	CON	Allocated		\$16,195,602				\$16,195,602
SFMTA	New Flyer Midlife Overhaul Phase 1 <sup>3</sup>	CON	Allocated	\$17,937,483					\$17,937,483
SFMTA	Rehabilitate Historic & Milan Streetcars <sup>7</sup>	CON	Programmed		\$0	\$3,304,749			\$3,304,749
SFMTA	Placeholder - Purchase or Rehab Muni Vehicles <sup>4,8</sup>	CON	Programmed	\$0					\$0
SFMTA	Mid-life Overhauls Placeholder <sup>8</sup>	CON	Programmed			\$2,035,607			\$2,035,607
SFMTA	Mid-life Overhauls Placeholder <sup>8</sup>	CON	Programmed			\$12,309,576			\$12,309,576
SFMTA	Light Rail Vehicle Procurement <sup>1,4</sup>	CON	Allocated	\$50,089,416					\$50,089,416
SFMTA	Replace 27 Paratransit Vehicles <sup>9</sup>	PS&E, CON	Pending			\$1,503,640			\$1,503,640
SFMTA	Light Rail Vehicle (LRV) Procurement (151 Replacement + 68 Expansion) - Additional <sup>1,4</sup>	CON	Programmed	\$0					\$0
<b>Total Programmed in 2019 5YPP</b>				\$68,727,687	\$17,351,753	\$19,153,572	\$0	\$0	\$105,233,012
<b>Total Allocated and Pending</b>				\$68,727,687	\$17,351,753	\$1,503,640	\$0	\$0	\$87,583,080
<b>Total Unallocated</b>				\$0	\$0	\$17,649,932	\$0	\$0	\$17,649,932
<b>Total Programmed in 2021 Strategic Plan</b>				\$68,727,687	\$17,351,753	\$17,649,932	\$0	\$0	\$103,729,372
<b>Deobligated Funds</b>						\$5,489,179	\$0	\$0	\$5,489,179
<b>Cumulative Remaining Programming Capacity</b>				\$0	\$0	\$3,985,539	\$3,985,539	\$3,985,539	\$3,985,539
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

## FOOTNOTES:

- <sup>1</sup> Deobligation of SGA 117-910055 is required to allocate LRV funds as programmed. EP-17 funds may be used for replacement vehicles only.
- <sup>2</sup> 5YPP amendment to accommodate allocation of \$700,788 for Rehabilitation of 5 Vintage Streetcars (Resolution 20-003, 7/23/2019):  
Replace 30 30-foot Hybrid Diesel Motor Coaches: Reduced by \$700,788 in FY2018/19. SFMTA has deferred the project by at least two years.  
Rehabilitation of 5 Vintage Streetcars: Added project with \$700,788 in FY2019/20.
- <sup>3</sup> To accommodate allocation of \$17,937,483 for New Flyer Midlife Overhaul Phase 1 (Resolution 20-009, 09/24/2019):  
Replace 30 30-foot Hybrid Diesel Motor Coaches: Reduced by \$13,446,287 in FY2019/20. SFMTA has deferred the project by at least two years.  
Transit Vehicle Replacement or Rehabilitation - Placeholder: Reduced from \$4,491,196 to \$0 in FY2019/20.  
New Flyer Midlife Overhaul Phase 1: Added project with \$17,937,483 in FY2019/20.
- <sup>4</sup> Strategic Plan and 5YPP amendments to accommodate allocation of \$50,089,416 for Light Rail Vehicle Procurement (Resolution 20-040, 4/14/2020).  
Light Rail Vehicle Procurement: Advance \$17,183,425 in cash flow from FY2021/22 to FY2020/21, reduce total amount by \$2,035,607 from \$52,125,023 to \$50,089,416;  
Placeholder - Purchase or Rehab Muni Vehicles: Add placeholder with \$2,035,607 in FY2019/20 and cash flow in FY2023/24.
- <sup>5</sup> 5YPP amendment to accommodate allocation of \$1,156,151 for the Replace 28 Paratransit Vans project (Resolution 21-016, 10/27/2020).  
Replace 85 40-Foot Trolley Coaches: Reduced by \$1,156,151, from \$7,542,844 to \$6,386,693 in FY2019/20. SFMTA completed the trolley procurement with other funds.  
Replace 28 Paratransit Vans: Added project with \$1,156,151 in FY2020/21.
- <sup>6</sup> 5YPP amendment to accommodate allocation of \$16,195,602 for the Replace 30 30-foot Hybrid Motor Coaches project (Resolution 21-028, 01/26/2021).  
Replace 85 40-Foot Trolley Coaches: Reduced from \$6,386,693 to \$0. SFMTA completed the trolley procurement with other funds.  
Cumulative Remaining Capacity: Reduced from \$10,043,397 to \$234,488. The funds were deobligated from two grants for motor coach procurement (a total of \$6,610,522 from SGAs  
Replace 30 30-foot Hybrid Motor Coaches: Added project with \$16,195,602 in FY2020/21.
- <sup>7</sup> 2021 Strategic Plan Update and corresponding 5YPP amendment to delay programming and cash flow to reflect current project delivery schedule (Resolution 22-16, 12/07/2021)
- <sup>8</sup> 2021 Strategic Plan Update and corresponding 5YPP amendment to accommodate programming \$14,345,183 for the Mid-life Overhauls Placeholder.  
Placeholder - Purchase or Rehab Muni Vehicles: Reduced from \$2,035,607 to \$0 in FY2019/20.  
Cumulative Remaining Capacity: Reduced from \$12,309,576 to \$0. Funds were deobligated from projects with reduced scope or completed under budget.  
Mid-life Overhauls Placeholder: Added placeholder with \$12,309,576 in FY 2021/22.
- <sup>9</sup> 5YPP amendment to accommodate allocation of \$1,503,640 for the Replace 27 Paratransit Vehicles project (Resolution 22-0XX, xx/xx/2022).  
Cumulative Remaining Programming Capacity: Reduced by \$1,503,640 from \$5,489,179 to \$3,985,539; funds were deobligated from Motor Coach Procurement as a result of savings  
Replace 27 Paratransit Vehicles: Added project with \$1,503,640 in FY2021/22.

E-450 Transit Van (Cutaway)





## Ford T-350 Paratransit Van



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Traffic Signal Hardware FY22
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN INFORMATION

<b>PROP K Expenditure Plans</b>	Signals and Signs
<b>Current PROP K Request:</b>	\$660,000
<b>Supervisory Districts</b>	District 02, District 03, District 05, District 06, District 07, District 08, District 09, District 10, District 11

## REQUEST

### Brief Project Description

Replace accessible pedestrian signals, signal controller cabinets, and battery backup system cabinets that have exceeded or are nearing the ends of their useful lives. Replacing traffic signal hardware will help to maintain SFMTA's traffic safety assets in a state of good repair, which is critical to ensuring a safe and reliable transportation system.

### Detailed Scope, Project Benefits and Community Outreach

See attachments for detailed scope and candidate locations.

### Project Location

Candidate Locations are provided as attachments.

### Project Phase(s)

Construction (CON)

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$660,000

## **Traffic Signal Hardware FY22 Background and Scope**

The San Francisco Municipal Transportation Agency (SFMTA) is seeking \$660,000 in Proposition K Sales Tax funds toward the construction phase of the Traffic Signal Hardware FY22 project.

SFMTA is requesting allocation of funding from the Traffic Signal Hardware programmatic line of the Signals and Signs category of the Prop K Expenditure Plan. This programmatic line is intended for replacement of signal hardware such as signal controllers, signal controller cabinets, and Accessible Pedestrian Signals (APS) that has exceeded or is nearing the end of its useful life -- or install new pedestrian countdown signals (PCS) and APS where it is determined that the existing conduits and poles are in satisfactory condition to support the new signals.

The proposed scope of Traffic Signal Hardware FY22 project is to replace the following signal equipment that is reaching the end of its useful life:

- Accessible Pedestrian Signals (APS)
- Traffic Signal Controller Cabinets
- Battery Backup System Cabinets (BBS)

### **Proposed Locations:**

Based on assessment by the SFMTA Signal Shop, candidate locations for replacing accessible pedestrian signals, traffic signal hardware controller cabinets, and battery backup system cabinets are provided as attachments in three tables.

### **Implementation**

Preparation and issuance of work orders and updating signal hardware inventories, is incorporated into the construction phase scope of work.

The SFMTA Sustainable Streets Division Signal Shop will perform all the replacement/ installation work for this project.

SFMTA's Sustainable Streets Division – Transportation Engineering will manage the scope of the project and issue work orders to the Signal Shop.

There is no excavation needed as part of this project.

### **Task**

### **Force Account Work Performed By**

- |                                    |   |
|------------------------------------|---|
| • Construction                     | SFMTA Sustainable Streets Division – Signal Shop                |
| • Construction Support Engineering | SFMTA Sustainable Streets Division – Transportation Engineering |

## **Location Selection Criteria**

Replacement of accessible pedestrian signals (APS), controller cabinets, and battery backup system (BBS) cabinets that have exceeded or are nearing the end of their useful lives will help to maintain SFMTA's assets in a state of good repair, which is critical to ensuring a safe and reliable transportation system. If the APS, Controller Cabinets, and BBS Cabinets are not replaced in a timely manner, they may fail unexpectedly and create a safety hazard for visually impaired pedestrians who rely on functioning APS units to cross signalized intersections or roadway users including pedestrians who rely on functioning traffic signals to provide clear right of way assignment. It would also result in the SFMTA Signal Shop dealing with an emergency repair situation which takes away their time from their already full plate of maintenance duties and their work on high priority Vision Zero signal projects.

Preliminary assessment of existing locations was conducted using the SFMTA Signal Shop inventory database to identify older signal hardware that were reaching the end of their useful life. SFMTA may additionally identify locations for new APS or PCS where such equipment is not installed. The selected candidate locations have the oldest equipment – equipment that is reaching the end of its useful life – and are located where there are no planned projects for the next five years that will require demolition within the public right-of-way. The traffic signal controllers and cabinets and the BBS cabinets were installed in 2002 to 2006, and all of this equipment will have reached its expected useful life of 15 years by the time of installation. The APS equipment was installed in 2007 to 2010 so it will be approaching the expected useful life of 15 years by the time of installation.

The locations for all proposed replacement equipment are attached.

For the controller cabinets, SFMTA staff anticipate being able to furnish and install cabinets at ten locations from the attached list of candidate locations from Oak Street. Final locations will be determined after field reviews and consultation with the SFMTA Signal Shop.

For the BBS cabinets, SFMTA staff anticipate being able to furnish and install cabinets at fourteen locations from the attached list of candidate locations. Final locations will be determined after field reviews and consultation with the SFMTA Signal Shop.



Traffic Signal Hardware FY 22

Table 1: Candidate Locations for Accessible Pedestrian Countdown Signals Replacements

	<b>Street 1</b>	<b>Street 2</b>	<b>Street 3</b>	<b>Supervisor District</b>	<b>Year Installed</b>
1	4th Street	Mission		6	2009
2	9th Avenue	Judah		5,7	2009
3	16th Street	Mission		9	2007
4	24th Street	Mission		9	2007
5	Brannan	Embarcadero	Pier 34	6	2010
6	Broadway	Columbus	Grant	3	2010
7	Bryant	Embarcadero	Pier 30	6	2010
8	Bush	Hyde		3	2010
9	Geneva	Mission		11	2009
10	Geneva	San Jose		11	2007
11	Leavenworth	McAllister		6	2009
12	Parnassus	Midblock UCSF		5,7	2009

Traffic Signal Hardware FY 22

Table 2: Candidate Locations for Controller Cabinet Replacements

	<b>Street 1</b>	<b>Street 2</b>	<b>Supervisor District</b>	<b>Year Installed</b>
1	Shrader Street	Oak Street	5	2002
2	Cole Street	Oak Street	5	2002
3	Clayton Street	Oak Street	5	2002
4	Ashbury Street	Oak Street	5	2002
5	Central Street	Oak Street	5	2002
6	Lyon Streets	Oak Street	5	2002
7	Baker Streets	Oak Street	5	2002
8	Broderick Street	Oak Street	5	2002
9	Divisadero Street	Oak Street	5	2002
10	Scott Street	Oak Street	5	2002

Traffic Signal Hardware FY 22

Table 3: Candidate Locations for Battery Backup System Cabinet Replacements

	<b>Street 1</b>	<b>Street 2</b>	<b>Street 3</b>	<b>Street 4</b>	<b>Supervisor District</b>	<b>Year Installed</b>
1	1st St	Battery	Bush	Market	3,6	2004
2	4th St	Harrison	US I-80 on Ramp		6	2005
3	5th St	Bryant	US I-80 on Ramp		6	2005
4	6th St	Brannan	I-280 Freeway On/Off Ramp		6	2005
5	7th St	Harrison	US I-80 on Ramp		6	2005
6	12th St	Franklin	Market	Page	5/6	2004
7	14th St	Church	Market		8	2005
8	15th St	Market	Sanchez		8	2005
9	16th St	Market	Noe		8	2005
10	Embarcadero	Kearny	North Point		3	2005
11	Arleta	Bayshore	San Bruno		10	2005
12	Baker	Chestnut	Richardson		2	2006
13	Battery	Embarcadero	Lombard	Pier 27	3	2005
14	Broderick	Lombard	Richardson		2	2006

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Traffic Signal Hardware FY22
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Apr-May-Jun	2022		
Operations (OP)				
Open for Use			Apr-May-Jun	2024
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2024

## SCHEDULE DETAILS

At the time of this allocation request submittal, the SFMTA acknowledges that environmental review has not been done but expects to request review in early 2022. Before installation of signal hardware in the field, SFMTA will request Categorical Exemption under the California Environmental Quality Act (CEQA). SFMTA shall not proceed with the replacement/installation of signal hardware as part of this project until there has been complete compliance with CEQA. Prior to billing for any construction funds, if requested by the Transportation Authority, the SFMTA will provide documentation confirming that CEQA review has been completed.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Traffic Signal Hardware FY22
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-133: Signals and Signs	\$0	\$660,000	\$0	\$660,000
<b>Phases In Current Request Total:</b>	<b>\$0</b>	<b>\$660,000</b>	<b>\$0</b>	<b>\$660,000</b>

## COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$660,000	\$660,000	Recent charges by MTA Signal Shop
Operations	\$0		
Total:	\$660,000	\$660,000	

<b>% Complete of Design:</b>	N/A
<b>As of Date:</b>	12/17/2021
<b>Expected Useful Life:</b>	15 Years

San Francisco County Transportation Authority  
 Prop K/Prop AA Allocation Request Form

**MAJOR LINE ITEM BUDGET - Traffic Signal Hardware FY22**

<b>SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)</b>		
<b>Budget Line Item</b>	<b>SFMTA</b>	<b>% of Construction</b>
1. Construction - SFMTA Signal Shop (labor)	\$228,000	35%
2. Materials		
2A. APS materials	\$144,000	22%
2B. Controllers & Cabinets materials	\$200,000	30%
2C. BBS Cabinets	\$28,000	4%
3. Construction Management/Support - SFMTA Engineering	\$60,000	9%
<b>TOTAL CONSTRUCTION PHASE</b>	<b>\$660,000</b>	

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Traffic Signal Hardware FY22
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP K Requested:</b>	\$660,000	<b>Total PROP K Recommended</b>	\$660,000

<b>SGA Project Number:</b>		<b>Name:</b>	Traffic Signal Hardware FY22
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	06/30/2025
<b>Phase:</b>	Construction	<b>Fundshare:</b>	100%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP K EP-133	\$0	\$400,000	\$230,000	\$30,000	\$0	\$660,000

#### Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, type of improvements completed at each location to date, and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

#### Special Conditions

1. The Transportation Authority will not reimburse SFMTA for construction phase expenses until Transportation Authority staff releases the funds pending receipt of the final list of replacement locations for each type of signal hardware (anticipated by April 2022).

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0.0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	0.0%	No TNC TAX	No PROP AA

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Traffic Signal Hardware FY22
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current PROP K Request:</b>	\$660,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

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## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Geraldine De Leon	Joel C Goldberg
<b>Title:</b>	Lead Engineer	Grants Procurement Manager
<b>Phone:</b>	(415) 701-4675	(415) 646-2520
<b>Email:</b>	geraldine.deleon@sfmta.com	joel.goldberg@sfmta.com





# Memorandum

## AGENDA ITEM 5

**DATE:** January 4, 2022  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte - Deputy Director for Policy and Programming  
**SUBJECT:** 1/11/2022 Board Meeting: Allocate \$2,163,640 in Prop K Funds, with Conditions, for Two Requests

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Allocate \$2,163,640 in Prop K funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> <li>1. Replace 27 Paratransit Vehicle (\$1,503,640)</li> <li>2. Traffic Signal Hardware FY 22 (\$660,000)</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>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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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 attached, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

## FINANCIAL IMPACT

The recommended action would allocate \$2,163,640 in Prop K funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached 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 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 subject requests have not been reviewed by the CAC since no CAC meeting is held at the end of December due to year-end holidays.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop K Allocation Summary - FY 2021/22
- Attachment 5 - Allocation Request Forms (2)