RESOLUTION ALLOCATING $1,791,758 IN PROP K FUNDS, WITH CONDITIONS, AND APPROPRIATING $150,000 FOR THREE REQUESTS

WHEREAS, The Transportation Authority received three requests for a total of $1,941,758 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Other Transit Enhancements, Traffic Calming and Bicycle Circulation/ Safety; 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, SFMTA’s Bike to Work Day 2022 project is consistent with the relevant 5YPP for its requested funding category; and

WHEREAS, The San Francisco Municipal Transportation Agency’s (SFMTA’s) requests for the Muni Metro Core Capacity Study and 20 MPH Speed Limit Reductions project require 5YPP amendments as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of $1,791,758 in Prop K Funds, with conditions, and appropriating $150,000 for three requests, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of
the Transportation Authority's approved Fiscal Year 2021/22 budget to cover the
proposed actions; and

WHEREAS, At its February 23, 2022 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
Other Transit Enhancements, Traffic Calming and Bicycle Circulation/Safety 5YPPs,
as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates $1,791,758 in
Prop K Funds, with conditions, and appropriates $150,000 for three requests, as
summarized in Attachment 3 and detailed in the enclosed allocation request forms;
and be it further

RESOLVED, That the Transportation Authority finds the allocation of these
funds to be in conformance with the priorities, policies, funding levels, and
prioritization methodologies established in the Prop K Expenditure Plan, the Prop K
Strategic Plan and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual
expenditure (cash reimbursement) of funds for these activities to take place subject
to the Fiscal Year Cash Flow Distribution Schedules detailed in the enclosed
allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year
annual budgets shall reflect the maximum reimbursement schedule amounts
adopted and the Transportation Authority does not guarantee reimbursement levels
higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the
Executive Director shall impose such terms and conditions as are necessary for the
project 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 Allocation Summaries - FY 2021/22

Enclosure:
Prop K Allocation Request Forms (3)
## Attachment 1: Summary of Requests Received

<table>
<thead>
<tr>
<th>Source</th>
<th>EP Line No./ Category</th>
<th>Project Sponsor</th>
<th>Project Name</th>
<th>Current Prop K Request</th>
<th>Total Cost for Requested Phase(s)</th>
<th>Expected Leveraging by EP Line</th>
<th>Actual Leveraging by Project Phase</th>
<th>Phase(s) Requested</th>
<th>District(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prop K</td>
<td>16</td>
<td>SFMTA, SFCTA</td>
<td>Muni Metro Core Capacity Study</td>
<td>$1,150,000</td>
<td>$1,650,000</td>
<td>74%</td>
<td>30%</td>
<td>Planning</td>
<td>3, 4, 5, 6, 7, 8, 10, 11</td>
</tr>
<tr>
<td>Prop K</td>
<td>38</td>
<td>SFMTA</td>
<td>20 MPH Speed Limit Reductions</td>
<td>$750,000</td>
<td>$810,000</td>
<td>51%</td>
<td>7%</td>
<td>Construction</td>
<td>Citywide</td>
</tr>
<tr>
<td>Prop K</td>
<td>39</td>
<td>SFMTA</td>
<td>Bike to Work Day 2022</td>
<td>$41,758</td>
<td>$41,758</td>
<td>28%</td>
<td>0%</td>
<td>Construction</td>
<td>Citywide</td>
</tr>
</tbody>
</table>

### TOTAL

<table>
<thead>
<tr>
<th>Current Prop K Request</th>
<th>Total Cost for Requested Phase(s)</th>
<th>Expected Leveraging by EP Line</th>
<th>Actual Leveraging by Project Phase</th>
<th>Phase(s) Requested</th>
<th>District(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1,941,758</td>
<td>$2,501,758</td>
<td>66%</td>
<td>22%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**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: SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency)

3. "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

4. "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K, 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.
<table>
<thead>
<tr>
<th>EP Line No./Category</th>
<th>Project Sponsor</th>
<th>Project Name</th>
<th>Prop K Funds Requested</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>SFMTA, SFCTA</td>
<td>Muni Metro Core Capacity Study</td>
<td>$ 1,150,000</td>
<td>The Muni Metro Core Capacity Study will identify a package of projects to provide much-needed capacity and reliability improvements for Muni Metro. Together, selected strategies will provide Muni rail customers faster, longer trains, providing a more reliable quality of service for time-sensitive trips. The outcome of the Study will be a package of projects that would be eligible and competitive for a Federal Transit Administration (FTA) Core Capacity grant application to the Capital Investment Grant program, as well as further definition of investments along key surface segments of the Metro rail system with a focus on the M-line between West Portal and San Francisco State University. The Study will be conducted in two phases. Phase 1 includes but is not limited to prior study review, identifying performance targets, and an initial draft program of core capacity projects. Phase 2 would use inputs from Phase 1 to refine and advance a program of feasible projects that would achieve the target level of capacity improvement, and complete technical and analytical work to ready an application package for entry into the FTA Capital Investment Grant program. Phase 1 will be complete by September 2022. Phase 2 will be complete by March 2024. This request includes $150,000 for SFCTA staff to perform an enhanced level of project support and technical oversight given the potential benefits to the entire Muni system and to help position projects to apply for a very competitive discretionary federal grant program.</td>
</tr>
<tr>
<td>EP Line No./ Category</td>
<td>Project Sponsor</td>
<td>Project Name</td>
<td>Prop K Funds Requested</td>
<td>Project Description</td>
</tr>
<tr>
<td>----------------------</td>
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</tr>
<tr>
<td>38</td>
<td>SFMTA</td>
<td>20 MPH Speed Limit Reductions</td>
<td>$ 750,000</td>
<td>Every year in San Francisco, about 30 people lose their lives and over 500 more are severely injured while traveling on city streets. Beginning January 2022, the City has increased flexibility to reduce speed limits under Assembly Bill 43 (AB43). Using AB43, SFMTA plans to reduce speed limits from 25 mph to 20 mph on key business activity districts. Requested Prop K funds would be used to reduce speed limits on up to 46 business activity districts throughout the city, and support with compliance strategies including education and outreach. Implementation is expected to begin in Summer 2022 and be complete in Fall 2024. A list of 35 potential corridors is included in the attached Allocation Request Form. The remaining 11 corridors will be identified and legislated by the end of 2022.</td>
</tr>
<tr>
<td>39</td>
<td>SFMTA</td>
<td>Bike to Work Day 2022</td>
<td>$ 41,758</td>
<td>Bike to Work Day (BTWD), also called “Bike to Wherever Day” out of respect to the many San Francisco residents currently out-of-work or working from home, is an annual event promoting cycling as a viable commuting option. This year BTWD will be held on May 20, 2022. Prop K funds will cover the sponsorship costs for BTWD through a contract between SFMTA and the San Francisco Bicycle Coalition. This request will fund event promotion and event-day services in all 11 supervisorial districts such as energizer stations with educational materials and activities, as well as SFMTA contract management and oversight.</td>
</tr>
</tbody>
</table>

**TOTAL** $1,941,758

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1 See Attachment 1 for footnotes.
### Attachment 3: Staff Recommendations

<table>
<thead>
<tr>
<th>EP Line No./Category</th>
<th>Project Sponsor</th>
<th>Project Name</th>
<th>Prop K Funds Recommended</th>
<th>Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>SFMTA, SFCTA</td>
<td>Muni Metro Core Capacity Study</td>
<td>$1,150,000</td>
<td><strong>Prop K 5-Year Prioritization Program (5YPP) Amendment:</strong> The recommended allocation and appropriation are contingent upon amendment of the Other Transit Enhancements 5YPP. See attached 5YPP amendment for details.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>Deliverable:</strong> Upon substantial completion of Phase 1, SFMTA shall present to the Transportation Authority Board a summary of Study progress to date and a refined approach to Phase 2 activities.</td>
</tr>
<tr>
<td>38</td>
<td>SFMTA</td>
<td>20 MPH Speed Limit Reductions</td>
<td>$750,000</td>
<td><strong>5YPP Amendment:</strong> The recommended allocation is contingent upon amendment of the Traffic Calming 5YPP. See attached 5YPP amendment for details.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>Special Condition:</strong> Reimbursement for implementation cost for the speed limit signs ($521,164) is conditioned upon the SFMTA Board approval of the speed limit changes proposed in this project and SFMTA providing the final list of project corridors.</td>
</tr>
<tr>
<td>39</td>
<td>SFMTA</td>
<td>Bike to Work Day 2022</td>
<td>$41,758</td>
<td><strong>Special Condition:</strong> Funds are conditioned upon the San Francisco Bicycle Coalition locating one or more energizer station(s) per district.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td><strong>$1,941,758</strong></td>
<td></td>
</tr>
</tbody>
</table>

1 See Attachment 1 for footnotes.
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.
Memorandum

AGENDA ITEM 8

DATE: February 24, 2022

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 3/8/2022 Board Meeting: Allocate $1,791,758 in Prop K Funds, with Conditions, and Appropriate $150,000 for Three Requests

RECOMMENDATION  □ Information  □ Action

Allocate $1,791,758 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for:
1. Muni Metro Core Capacity Study ($1,000,000)
2. 20 MPH Speed Limit Reductions ($750,000)
3. Bike to Work Day 2022 ($41,758)

Appropriate $150,000 for:
4. Muni Metro Core Capacity Study - Project Support and Technical Oversight

SUMMARY

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.

DISCUSSION

Attachment 1 summarizes the subject 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 $1,941,758 in Prop K funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the Prop K Fiscal Year 2021/22 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the 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 unanimously adopted a motion of support for the staff recommendation at its February 23, 2022 meeting.

SUPPLEMENTAL MATERIALS

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