



RESOLUTION ALLOCATING \$645,108 AND APPROPRIATING \$557,156 IN PROP K FUNDS,  
WITH CONDITIONS, FOR TWO REQUESTS

WHEREAS, The Transportation Authority received two requests for a total of \$1,202,264 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 Transit Enhancements and Pedestrian and Bicycle Facility Maintenance 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, One of the two requests is consistent with the 5YPP for its Expenditure Plan category; and

WHEREAS, The request for the Geary/19th Ave Subway Strategic Case requires amendment of the Transit Enhancements 5YPP as detailed in the attached allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$645,108 in Prop K funds and appropriating \$557,156, with conditions, for two requests, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K allocation and appropriation 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 amended Fiscal Year 2021/22 budget to cover the proposed actions; and

WHEREAS, At its March 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 Transit Enhancements 5YPP, as detailed in the attached allocation request form; and be it further



RESOLVED, That the Transportation Authority hereby allocates \$645,108 and appropriates \$557,156 in Prop K funds, with conditions, for two requests, 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 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 and the relevant 5YPPs are hereby amended, as appropriate.

**Attachments:**

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

# Attachment 1: Summary of Requests Received

						Leveraging		Phase(s) Requested	District(s)
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)	Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	16	SFCTA, SFMTA, SF Planning	Geary/19th Ave Subway Strategic Case	\$ 802,264	\$ 802,264	74%	0%	Planning	1, 2, 3, 4, 5, 6, 7, 11
Prop K	37	SFMTA	Bicycle Facility Maintenance	\$ 400,000	\$ 400,000	48%	0%	Construction	Citywide
<b>TOTAL</b>				<b>\$ 1,202,264</b>	<b>\$ 1,202,264</b>	<b>65%</b>	<b>0%</b>		

## 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: SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SF Planning (San Francisco Planning Department)

<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, 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 <sup>1</sup>**

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
16	SFCTA, SFMTA, SF Planning	Geary/19th Ave Subway Strategic Case	\$ 802,264	The ConnectSF Transit Investment Strategy identifies a rail subway along the Geary and 19th Avenue corridors as a long-term transit expansion priority for San Francisco and the region. Planning and development of the Geary-19th Avenue Subway will be a multi-phase process, occurring over a period of years. This request supports the first phase of work, known as the Strategic Case. The Strategic Case will be a joint initiative of SFCTA and SFMTA, in collaboration with the SF Planning Department. <u>Request includes an appropriation of \$557,156 as well as allocations of \$170,367 and \$74,741 for SFMTA and SF Planning, respectively.</u> The purpose of the Strategic Case phase is to establish the worthiness of the project and to identify the building blocks needed to deliver the project, including future scopes of work, roles and responsibilities, and key analysis questions that must be addressed. This study will produce two key deliverables: a public-facing documentation of the key benefits of and issues to be addressed in the planning, design, and implementation of a rail investment in the Geary-19th Avenue corridor, and an internal scoping document that details the scope of work for alternatives analysis, refinement, and selection, including roles and responsibilities. This study is expected to occur over 12 to 18 months, with a final report presented to the Board for approval in mid-2023.
37	SFMTA	Bicycle Facility Maintenance	\$ 400,000	Requested funds will be used to maintain bicycle facilities to preserve their safety features. The SFMTA Paint Shop will repaint bicycle lanes using green epoxy and repaint bike box/mixed zone facilities using green thermoplastic treatment. SFMTA will also use the funds to replace plastic lane delineators along buffered bikeways. SFMTA prioritizes bicycle facility maintenance based upon field review by Livable Streets and Shops staff, public requests specifically on the protected bikeway network, and where quick build projects are implemented. Requests for maintenance may be made by calling 311 or at SF311.org. SFMTA expects to utilize requested funds by December 2024.
<b>TOTAL</b>			<b>\$1,202,264</b>	

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

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

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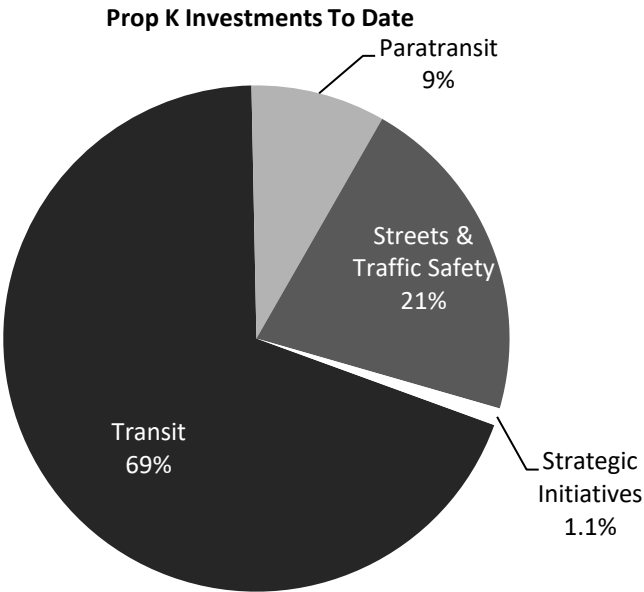
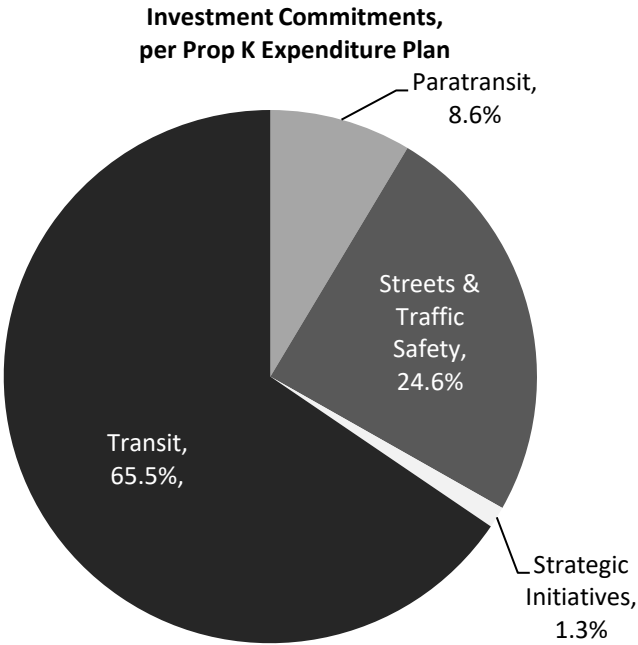
EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
16	SFCTA, SFMTA, SF Planning	Geary/19th Ave Subway Strategic Case	\$ 802,264	<b>5YPP amendment.</b> Recommendation requires a Transit Enhancements 5YPP amendment to reprogram \$801,716 to the subject project from the placeholder for Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) .
37	SFMTA	Bicycle Facility Maintenance	\$ 400,000	
<b>TOTAL</b>			<b>\$ 1,202,264</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	\$ 51,358,576	\$ 17,478,139	\$ 21,316,684	\$ 9,378,632	\$ 2,301,909	\$ 883,212
Current Request(s)	\$ 1,202,264	\$ 100,068	\$ 752,196	\$ 310,000	\$ 40,000	\$ -
New Total Allocations	\$ 52,560,840	\$ 17,578,207	\$ 22,068,880	\$ 9,688,632	\$ 2,341,909	\$ 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.



Attachment 5 - Allocation Request Forms

## San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Geary/19th Ave Subway Strategic Case
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

### EXPENDITURE PLAN INFORMATION

<b>PROP K Expenditure Plans</b>	Other Transit Enhancements
<b>Current PROP K Request:</b>	\$802,264
<b>Supervisory Districts</b>	District 01, District 02, District 03, District 04, District 05, District 06, District 07, District 11

### REQUEST

#### Brief Project Description

The ConnectSF Transit Investment Strategy identifies a rail subway along the Geary and 19th Avenue corridors as a long-term transit expansion priority for San Francisco and the region. Planning and development of the Geary-19th Avenue Subway will be a multi-phase process, occurring over a period of years. This request supports the first phase of work, known as the Strategic Case. The purpose of the Strategic Case phase is to establish the worthiness of the Project and to identify the building blocks needed to deliver the project.

#### Detailed Scope, Project Benefits and Community Outreach

See attached.

#### Project Location

Geary Corridor from Market Street to a point between Divisadero and Park Presidio, south to Judah/19th, south along 19th Ave corridor to Daly City BART

#### Project Phase(s)

Planning/Conceptual Engineering (PLAN)

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Project Drawn from Placeholder
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Greater than Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$0

### Justification for Necessary Amendment

Request includes a 5YPP amendment to reprogram \$801,716 to the subject project from the placeholder for Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) in the Transit Enhancements category of the Prop K Expenditure Plan.



# **Geary/19th Avenue Subway Strategic Case**

## **DRAFT Scope of Work**

**Revised: March 17, 2022**

### **Background**

The ConnectSF Transit Strategy identifies a rail subway along the Geary and 19th Avenue corridors as a long-term transit expansion priority for San Francisco and the region.

Planning and development of the Geary-19th Avenue Subway (the Project) will be a multi-phase process, occurring over a period of years. At the May 25, 2021, meeting of the SFCTA Board, Commissioner Melgar requested that staff prepare a West Side Subway Strategy, with the goal of better connecting the west side to major transportation corridors in San Francisco and the region.

This document summarizes the activities planned for the first phase of planning and development for the Project. This phase is referred to as the Strategic Case.

### **Strategic Case: Purpose and Objectives**

The purpose of the Strategic Case phase is to establish the worthiness of the Project and to identify the building blocks of Project success. Specific objectives for this phase are to:

- Confirm the Project technical concepts to be advanced into Alternatives Analysis;
- Describe the broad benefits, costs, and rationale for the Project;
- Identify the constituent pieces of an eventual strategy to deliver the Project, including outreach, funding, system integration, supportive policies, etc.;
- Undertake initial technical coordination and policy engagement with local and regional partner agencies;
- Develop the work program and governance for the subsequent Alternatives Study phase.

### **Agency Roles and Timeframe**

The Strategic Case will be a joint initiative of SFCTA and SFMTA, in collaboration with the SF Planning Department. SFCTA will serve as overall technical and management lead for the Strategic Case phase.

Given the Project's interrelationship with the Link21 program, this Strategic Case scope of work will target completion in alignment to Link21 Stage Gate 2, so that the subsequent Alternatives Study can proceed in coordination with Link21's timeline.

### **Task 1 - Project Management**

Task 1 provides for overall project management and coordination for this phase.

#### **1.1 Project Administration (*Lead: SFCTA*)**

Consultant task order preparation and management, work plan scope/schedule/budget development and tracking. Hosting and documentation of project coordination meetings: internal between SFMTA/SFCTA staff, and consultant progress meetings.

### 1.2 Strategic Case Phase Charter (*Lead: Joint SFMTA/SFCTA*)

Joint SFMTA/SFCTA development of a charter outlining the RASCI (Responsible, Accountable, Supporting, Consulted and Informed) matrix, including responsibilities of each agency, and key parameters for decision-making and working together. Hold a workshop with the consultant team to help finalize the scope/work plan for this study.

### 1.3 Alternatives Study Preparation (*Lead: Joint SFCTA/SFMTA*)

Preparation for next phase of project development, the Alternatives Study phase. Development of Task 1.3 during the Strategic Case phase will include: preparation of draft Project Charter for the Alternatives Study phase, describing agency roles, management structure, executive governance, and decision processes; and development of a preliminary draft scope of work for the Alternatives Study phase, including draft scope for procuring consultant support in the Alternatives Study phase.

#### *Deliverables:*

- Strategic Case Charter
- Strategic Case Work Plan and Schedule
- Alternatives Study Draft Project Charter
- Alternatives Study Draft Scope of Work

## **Task 2 - Initial Planning and Technical Exploration**

This Task encompasses technical work and planning in support of the key output deliverables prepared in Task 4.

### 2.1 Define project parameters, benefits, and costs (*Lead: SFCTA*)

Develop a set of land use, funding, and project assumptions/scenarios for internal sketch-planning purposes. Describe project costs and benefits at a high level, using internal assumptions of potential alignment, cost, and project features.

### 2.2 Initial Planning Framework (*Lead: SFCTA*)

Prepare a high-level planning and evaluation framework, including statement of project goals and objectives. The planning framework will be refined through Task 3.1.

### 2.3 Update ridership modeling (*Lead: SFCTA*)

Building off of the planning-level alignment assumptions drawn from the ConnectSF Transit Corridor Study, which have already been vetted with regional partners, develop initial demand and ridership forecasts for various investment options in the corridor as identified in Task 2.1.

### 2.4 Identify and describe strategy considerations (*Lead: SFCTA, except where noted*)

Focus will be to identify key questions and confirm broad technical concepts to be considered in project development (likely to be underground BART, standard gauge, Muni rail). Pose and outline questions to be answered in subsequent phases of work and develop approach to making inter-related/linked decisions later. The overarching goal in this phase is to identify and explore the building blocks of an eventual integrated strategy for Project viability, fundability, and deliverability. Detailed strategy development and scenario planning would occur in the subsequent Alternatives Study.

Key strategic considerations to describe and preliminarily explore include:

- Strategic risk assessment (risks that could keep project from advancing into subsequent phases of work)

- Initial land use planning assessment and anti-displacement approach (Lead: Planning Department)
  - Land Use Assessment to include:
    - Completion and delivery of new Land Use Allocation (LUA) based on adopted PBA 2050 and draft Housing Element as a baseline for modeling.
    - LUA TAZ-level household and job growth projection data for 2050 and potential intervening analysis years
    - Identification of key land use questions, challenges and opportunities, including:
      - Relative soft site and opportunities for housing, TOD and other future land use considerations for all corridors under consideration, especially in addition to growth already identified in HE/LUA 2050, including implications for stations and support facilities.
      - [This Strategic Case phase Assessment will **not** include actual development of sketch rezoning scenarios, or value capture analysis based on either existing projected growth or additional scenarios].
  - Stabilization & Anti-Displacement Approach to include:
    - Inventory of existing strategies currently employed in SF
    - Identification of potential additional best practices and strategies potentially applicable to this project
    - Inventory of strategies to mitigate construction-related impacts on businesses
    - Summary of key questions, opportunities and challenges
- Existing system constraints/connectivity to be addressed, including consideration of Link21 options and implications for the Project and strategy
- Initial overview of design/operations/maintenance requirements, including yard access (i.e. a list of things that the project must do or have, such as a transfer point on Market Street to the existing BART line)
- Local and regional access benefits and constraints
- Cost/benefit initial assessment
- Financial feasibility and funding options
- Involving and building interest and participation among other jurisdictions, such as San Mateo County

A set of concise technical memoranda and/or appendices will be prepared as needed through Task 2.4, as components of Task 4 deliverables.

*Deliverables:*

- Planning/Evaluation Framework
- Demand Forecasts
- 2050 Land Use Allocation, including TAZ-level household and job growth projections
- Land Use Planning Strategic Assessment, including Anti-Displacement Approach Summary

### **Task 3 – Partner Engagement and Public Outreach**

This Task provides for engagement and coordination with partner agencies, as well as a limited initial round of public engagement.

SFMTA will lead engagement with other City departments. SFCTA will lead engagement with other jurisdictions (e.g. San Mateo CCAG, Daly City, etc.), Caltrans, and MTC. SFCTA and SFMTA will co-lead engagement with transit operators (BART/CCJPA, Caltrain, Samtrans).

#### **3.1 Project/Partner Coordination and Outreach**

##### **3.1.1 Agency Engagement (*Lead: Joint SFMTA/SFCTA*)**

Initial round of in-reach with key agencies with jurisdiction, such as other City departments. Goal is to determine interests, needs, and hopefully identify potential project champions. Feedback will be used to help develop the preliminary P&N, and to inform alternatives development in the subsequent Alternatives Study. Develop framework for periodic engagement and involvement of agencies.

##### **3.1.2 Technical, Project, and Policy Coordination (*Lead: Joint SFMTA/SFCTA*)**

Additional/focused technical and project coordination as needed to support the Strategic Case phase – e.g., coordination with Link21 project development process.

#### **3.2 Public and Stakeholder Engagement**

##### **3.2.1 Public Outreach (*Lead: Joint SFMTA/SFCTA*)**

One round of light touch goals and objectives public outreach. The goal is to gauge community interest and, if positive, help make the case to policymakers to support the project. The community feedback will also help build the preliminary Purpose and Need, and will help establish community and stakeholder relationships.

##### **3.2.2 Outreach Summary Writeup/Section (*Lead: Outreach Consultants*)**

Documents outreach done in Task 3.3.1, including overview of feedback and how it was incorporated.

#### ***Deliverables:***

- Public Outreach Plan
- Public Outreach Summary Report

### **Task 4 – Strategic Case Phase Documentation**

Task 4 is organized around the two key deliverables for the Strategic Case phase: 1) an external-facing Strategic Case for the Project, which will define the project rationale, goals, and case elements; and 2) a Strategy Groundwork document, which will organize and describe the building blocks of an eventual comprehensive strategy to plan, fund, and deliver the Project.

#### **4.1 Strategic Case Document**

#### 4.1.1 Preliminary Purpose and Need Statement (*Lead: Joint SFCTA/SFMTA*)

Draws heavily on Tasks 2.1 and 2.2 to confirm the core “must have” goals for the project, which will be used to develop and screen alternatives in the subsequent Alternatives Study.

#### 4.1.2 Project Benefits (*Lead: SFCTA*)

Compiled analysis/documentation of the benefits of the Project, drawing from Task 2.2, in a way that conveys clear, compelling benefits to the public and that is contextualized with respect to Project costs.

#### 4.1.3 Strategic Case Document (*Lead: SFCTA*)

Prepare a public-facing deliverable to serve as the Strategic Case, including chapters/sections on key case elements – e.g., economic, financial, implementation, policy, etc. – drawing primarily on work developed through other Tasks.

### 4.2 Strategy Groundwork Document

#### 4.2.1 Planning and Policy Evaluation Framework Writeup/Section (*Lead: SFCTA*)

Adds technical detail to the Initial Planning Framework (Task 2.1) and Preliminary Purpose and Need Statement (Task 3.1.1), introducing potential quantitative and qualitative metrics or accounts for future development and screening of alternatives

#### 4.2.2 Financial Feasibility Strategy Paper (*Lead: SFCTA*)

Strategy paper assessing possible avenues for securing project funding, addressing the unique challenge of finding sources for such a large financial need. Innovative strategies such as land banking, P3, value capture, and others should be explored. Funding is a key feasibility question for the Project, which is why this is elevated as a core deliverable for this Strategic Case phase.

#### 4.2.3 Strategy Groundwork Document (*Lead: SFCTA*)

Prepare technical summary document of project strategy, including strategic and technical questions to be addressed in subsequent phases. Document the technical analysis, outcomes, questions, and areas for further study from Task 2, includes a section on public outreach results from Task 3.

#### *Deliverables:*

- Strategic Case, including need for investment, potential benefits, potential risks, and other factors identified in the Initial Planning Framework and subsequent technical work
- Strategy Groundwork Document, documenting the outcomes and decisions from this phase of work and detailing strategic and technical questions to be addressed in future phases

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Geary/19th Ave Subway Strategic Case
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	N/A
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## PROJECT DELIVERY MILESTONES

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

## SCHEDULE DETAILS

### Task Schedule

Task 1 (Project Management): 4/2022-12/2023

Task 2 (Initial Planning & Technical Exploration): 6/2022-6/2023

Task 3 (Partner Engagement & Public Outreach): 12/2022-6/2023

- Outreach: Jan - March 2023

- Ongoing availability of staff to standing community meetings

Task 4 (Strategic Case Phase Documentation): 3/2023-10/2023

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Geary/19th Ave Subway Strategic Case
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-116: Other Transit Enhancements	\$802,264	\$0	\$0	\$802,264
<b>Phases In Current Request Total:</b>	\$802,264	\$0	\$0	\$802,264

## COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$802,264	\$802,264	Planning-level cost estimation based on scope of work
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$802,264	\$802,264	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	01/01/2022
<b>Expected Useful Life:</b>	N/A

**Geary/19th Strategic Case**  
**Appropriation Budget**  
**20-month period (5/2022-12/2023)**

Task	Scope	Total Cost	SFCTA Staff	SFCTA Consultant Cost	SFMTA	SF Planning
<b>1</b>	<b>Project Management</b>		332	240	192	72
		<b>\$185,813</b>	<b>\$72,676</b>	<b>\$56,000</b>	<b>\$41,057</b>	<b>\$16,080</b>
1.1	Project Administration	\$92,349	\$50,749	\$41,600	\$23,972	\$5,360
1.2	Project Charter	\$16,563	\$9,363	\$7,200	\$5,100	\$1,787
1.3	Alts Study Scoping	\$19,765	\$12,565	\$7,200	\$11,986	\$8,933
<b>2</b>	<b>Planning &amp; Technical Exploration</b>		440	366	264	212
		<b>\$282,687</b>	<b>\$100,254</b>	<b>\$84,550</b>	<b>\$55,115</b>	<b>\$42,768</b>
2.1	Parameters, Benefits, Costs	\$35,669	\$13,169	\$22,500	\$11,769	\$1,787
2.2	Planning/Evaluation Framework	\$19,901	\$8,651	\$11,250	\$9,982	\$1,787
2.3	Ridership Modeling	\$38,421	\$31,921	\$6,500	\$3,313	\$1,787
2.4	Strategy Considerations	\$90,813	\$46,513	\$44,300	\$30,050	\$37,408
<b>3</b>	<b>Partner Engagement &amp; Public Outreach</b>		212	344	224	48
		<b>\$169,005</b>	<b>\$42,521</b>	<b>\$70,400</b>	<b>\$45,365</b>	<b>\$10,720</b>
3.1	Partner Engagement	\$35,963	\$20,663	\$15,300	\$28,117	\$7,146
3.2	Public Outreach	\$76,957	\$21,857	\$55,100	\$17,247	\$3,573
<b>4</b>	<b>Strategic Case Phase Documentation</b>		168	400	136	24
		<b>\$164,759</b>	<b>\$38,755</b>	<b>\$92,000</b>	<b>\$28,831</b>	<b>\$5,173</b>
4.1	Strategic Case Document	\$65,377	\$19,377	\$46,000	\$12,749	\$1,787
4.2	Strategy Groundwork Document	\$65,377	\$19,377	\$46,000	\$16,082	\$3,387
Subtotal Hours			1152	1350	816	356
Subtotals Cost			<b>\$254,206</b>	<b>\$302,950</b>	<b>\$170,368</b>	<b>\$74,740</b>
<b>GRAND TOTAL</b>		<b>\$802,264</b>				



**Geary/19th Strategic Case  
Appropriation Budget  
20-month period (5/2022-12/2023)**

		SFCTA						SFCTA Consultant Hours		
		\$277	\$284	\$209	\$187	\$218	\$105	\$350	\$275	\$175
Task	Scope	Deputy Directors	Rail Program Manager	Director Comms	Principal Planner	Principal Modeler	Comms Coord	Project Principal	Project Manager	Technical Staff
<b>1</b>	<b>Project Management</b>	12	96	0	220	4	0	16	112	112
		\$3,345	\$27,242	\$0	\$41,217	\$873	\$0	\$5,600	\$30,800	\$19,600
1.1	Project Administration		60		180		0	16	80	80
1.2	Project Charter		16		20				16	16
1.3	Alts Study Scoping		20		20	4			16	16
<b>2</b>	<b>Planning &amp; Technical Exploration</b>	60	92	0	168	120	0	8	191	167
		\$16,490	\$26,107	\$0	\$31,475	\$26,183	\$0	\$2,800	\$52,525	\$29,225
2.1	Parameters, Benefits, Costs		20		40				50	50
2.2	Planning/Evaluation Framework		12		28				25	25
2.3	Ridership Modeling					120			16	12
2.4	Strategy Considerations		60		100			8	100	80
<b>3</b>	<b>Partner Engagement &amp; Public Outreach</b>	0	52	8	112	8	32	24	60	260
		\$0	\$14,756	\$1,669	\$20,983	\$1,746	\$3,367	\$8,400	\$16,500	\$45,500
3.1	Partner Engagement		20		80			8	20	40
3.2	Public Outreach		32	8	32	8	32	16	40	220
<b>4</b>	<b>Strategic Case Phase Documentation</b>	36	48	4	48	16	16	80	80	240
		\$10,132	\$13,621	\$835	\$8,993	\$3,491	\$1,683	\$28,000	\$22,000	\$42,000
4.1	Strategic Case Document		24	2	24	8	8	40	40	120
4.2	Strategy Groundwork Document		24	2	24	8	8	40	40	120

**Geary/19th Strategic Case  
Appropriation Budget**

20-month period (5/2022-12/2023)		SFMTA							SF Planning Staff			SF Planning Consultant
Task	Scope	\$223	\$191	\$164	\$274	\$209	\$201	\$149	\$223	\$191	\$164	\$200
		5290 Planner (Manager)	5289 Planner (Senior)	5288 Planner	5211 Engineer Manager	5207 Engineer Staff	5408 Outreach Manager	1312 Outreach Staff	5290 Planner (Manager)	5289 Planner (Senior)	5288 Planner	Technical Staff
1	Project Management	136	56	0	0	0	0	0	72	0	0	0
		\$30,372	\$10,685	\$0	\$0	\$0	\$0	\$0	\$16,080	\$0	\$0	\$0
1.1	Project Administration	80	32						24	0	0	0
1.2	Project Charter	16	8						8	0	0	0
1.3	Alts Study Scoping	40	16						40	0	0	0
2	Planning & Technical Exploration	160	64	32	4	4	0	0	44	40	8	120
		\$35,732	\$12,211	\$5,239	\$1,098	\$835	\$0	\$0	\$9,826	\$7,632	\$1,310	\$24,000
2.1	Parameters, Benefits, Costs	40	8	8					8	0	0	0
2.2	Planning/Evaluation Framework	32	8	8					8	0	0	0
2.3	Ridership Modeling	8	8						8	0	0	0
2.4	Strategy Considerations	80	40	16	4	4			20	40	8	120
3	Partner Engagement & Public Outreach	112	72	16	0	0	8	16	48	0	0	0
		\$25,013	\$13,737	\$2,619	\$0	\$0	\$1,606	\$2,389	\$10,720	\$0	\$0	\$0
3.1	Partner Engagement	80	40	16					32	0	0	0
3.2	Public Outreach	32	32				8	16	16	0	0	0
4	Strategic Case Phase Documentation	80	40	0	4	4	4	4	16	0	0	8
		\$17,866	\$7,632	\$0	\$1,098	\$835	\$803	\$597	\$3,573	\$0	\$0	\$1,600
4.1	Strategic Case Document	40	20						8	0	0	0
4.2	Strategy Groundwork Document	40	20		4	4	4	4	8	0	0	8

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Geary/19th Ave Subway Strategic Case
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP K Requested:</b>	\$802,264	<b>Total PROP K Recommended</b>	\$802,264

<b>SGA Project Number:</b>		<b>Name:</b>	Geary/19th Ave Subway Strategic Case - SFCTA
<b>Sponsor:</b>	San Francisco County Transportation Authority	<b>Expiration Date:</b>	06/30/2024
<b>Phase:</b>	Planning/Conceptual 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-116	\$69,495	\$386,778	\$100,883	\$0	\$0	\$557,156

### Deliverables

1. Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, a summary of outreach performed including feedback received, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon completion of Task 1.3, Alternatives Study Preparation (anticipated by June 2022), provide Alternatives Study Draft Scope of Work.

3. Upon completion of Task 2, Initial Planning and Technical Exploration (anticipated June 2023), provide Land Use Planning Strategic Assessment.

4. At start of Task 3, Partner Engagement and Public Outreach (anticipated December 2022), provide the Public Outreach Plan.

5. Upon completion of Task 3 (anticipated June 2023), provide Public Outreach Summary Report.

6. Upon completion of Task 4 (anticipated October 2023), provide Draft Strategic Case and Strategy Groundwork documents, and present them to the CAC and Board for approval.

### Special Conditions

1. The recommended appropriation is contingent upon amendment of the Prop K Transit Enhancements 5YPP. See attached 5YPP amendment for details.

<b>SGA Project Number:</b>		<b>Name:</b>	Geary/19th Ave Subway Strategic Case - SFMTA			
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency		<b>Expiration Date:</b>	06/30/2024		
<b>Phase:</b>	Planning/Conceptual Engineering		<b>Fundshare:</b>	100.0%		
<b>Cash Flow Distribution Schedule by Fiscal Year</b>						
<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-116	\$21,250	\$100,000	\$49,117	\$0	\$0	\$170,367
<b>Deliverables</b>						
1. SFMTA staff shall provide quarterly progress reports describing work performed in the prior quarter, 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.						
<b>Special Conditions</b>						
1. The recommended allocation is contingent upon amendment of the Prop K Transit Enhancements 5YPP. See attached 5YPP amendment for details.						

<b>SGA Project Number:</b>		<b>Name:</b>	Geary/19th Ave Subway Strategic Case - SF Planning			
<b>Sponsor:</b>	Department of City Planning		<b>Expiration Date:</b>	06/30/2024		
<b>Phase:</b>	Planning/Conceptual Engineering		<b>Fundshare:</b>	100.0%		
<b>Cash Flow Distribution Schedule by Fiscal Year</b>						
<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-116	\$9,323	\$65,418	\$0	\$0	\$0	\$74,741
<b>Deliverables</b>						
1. Planning Department staff shall provide quarterly progress reports describing work performed in the prior quarter, 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. At least 3 months prior to completion of Task 2 (anticipated by June 2023) the Planning Department will develop an Initial Land Use Planning Assessment and Anti-Displacement Approach and submit it to the Transportation Authority project manager.						
<b>Special Conditions</b>						
1. The recommended allocation is contingent upon amendment of the Prop K Transit Enhancements 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	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>	Geary/19th Ave Subway Strategic Case
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

## EXPENDITURE PLAN SUMMARY

<b>Current PROP K Request:</b>	\$802,264
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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:

AH

## CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Andrew Heidel	Anna LaForte
<b>Title:</b>	Principal Transportation Planner	Deputy Director for Policy & Programming
<b>Phone:</b>	(415) 701-4803	(415) 522-4805
<b>Email:</b>	andrew.heidel@sfcta.org	anna.laforte@sfcta.org

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)**  
**Other Transit Enhancements - (EP-16)**  
**Programming and Allocations to Date**  
 Pending April 26, 2022 Board

Other Transit Enhancements (EP 16)									
Carry Forward From 2014 5YPP									
Any Eligible	NTIP Placeholder <sup>3,9</sup>	Any	Programmed			\$300,000			\$300,000
SFMTA	M Oceanview Transit Reliability and Mobility Improvements <sup>9</sup>	PS&E	Pending				\$700,000		\$700,000
SFMTA	Geary Boulevard Improvement Project (Geary BRT Phase 2) <sup>4</sup>	CON	Programmed			\$0			\$0
TBD	Transit Enhancements - Placeholder <sup>4</sup>	CON	Programmed			\$2,750,000			\$2,750,000
BART	Market St. / Balboa Park New Elevator Master Plan <sup>5</sup>	PLAN/ CER	Programmed						\$0
BART	Elevator Renovation Program <sup>5</sup>	PS&E	Programmed			\$500,000			\$500,000
SFMTA	Muni Subway Expansion (19th Ave M-line) <sup>1,6</sup>	PLAN/ CER	Programmed						\$0
SFCTA, SFMTA	Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) <sup>6,7</sup>	PLAN/ CER	Planned			\$514,232			\$514,232
SFCTA, SFMTA	Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) <sup>6</sup>	PLAN/ CER	Planned				\$2,027,710		\$2,027,710
SFMTA	Muni Subway Expansion Project Development <sup>1,7</sup>	PLAN/ CER	Allocated	\$965,948					\$965,948
SFMTA, SFCTA	Muni Metro Core Capacity Study <sup>7</sup>	PLAN/ CER	Pending (Prior)			\$1,150,000			\$1,150,000
SFCTA, SFMTA, SF Planning	Geary/19th Ave Subway Strategic Case <sup>8</sup>	PLAN/ CER	Pending			\$801,716			\$801,716
Total Programmed in 2019 5YPP				\$965,948	\$0	\$6,015,948	\$2,727,710	\$0	\$9,709,606
Total Allocated and Pending				\$965,948	\$0	\$1,951,716	\$700,000	\$0	\$3,617,664
Total Unallocated				\$0	\$0	\$4,064,232	\$2,027,710	\$0	\$6,091,942
Total Programmed in 2021 Strategic Plan				\$965,948	\$0	\$5,750,000	\$2,027,710	\$0	\$8,743,658
Deobligated Funds						\$965,948	\$0	\$0	\$965,948
Cumulative Remaining Programming Capacity				\$0	\$0	\$700,000	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

## FOOTNOTES:

- <sup>1</sup> Strategic Plan and 5YPP amendments to accommodate allocation of \$965,948 for Muni Subway Expansion Project Development (Resolution 20-009, 09/24/2019).  
Muni Subway Expansion (19th Ave M-line): Reduced by \$965,948 in FY2020/21 planning funds from \$2,744,300 to \$1,778,352  
Muni Subway Expansion Project Development: Added project with \$965,948 in FY2019/20 and advanced cash flow from FY2021/22 to FYs 2019/20 and 2020/21.  
Strategic Plan and 5YPP amendments to the purchase Additional Light Rail Vehicles category (LR-15) to accommodate allocation of \$20,001 for Light Rail Vehicle  
<sup>2</sup> Program vehicle purchase amendment: Advance \$90,001 in cash flow from FY2023/24 to FY2021/22; funds must be used for LRV fleet expansion, which will be complete in FY2031/22.  
<sup>3</sup> Strategic Plan Update and corresponding 5YPP amendment to delay programming and cash flow to reflect updated project delivery schedule (Resolution 22-020 12/7/2021)  
<sup>4</sup> 5YPP amendment to reprogram \$2,750,000 from Geary Boulevard Improvement Project (Geary BRT Phase 2) to Transit Enhancements - Placeholder in FY2021/22.  
<sup>5</sup> 5YPP amendment to reprogram \$500,000 from Market St. / Balboa Park New Elevator Master Plan to the Elevator Renovation Program in FY2021/22  
<sup>6</sup> 5YPP amendment to accommodate funding for Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail)  
Muni Subway Expansion Project Development: Reduce \$1,778,352 to \$0 in FY2020/21  
Reprogram \$1,749,358 in deobligated funds from Geneva Harney BRT environmental phase  
Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail): Add project with \$1,500,000 in FY2021/22 and \$2,027,710 in FY2022/23 planning funds.  
<sup>7</sup> 5YPP amendment to accommodate funding for Muni Metro Core Capacity Study (Resolution 22-0XX, xx/xx/xxxx)  
Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail): Reduced by \$184,052 from \$1,500,000 to \$1,315,948.  
Cumulative Remaining Programming Capacity: Reduced from \$965,948 to \$0; these funds were deobligated from Muni Subway Expansion Project Development.  
Muni Metro Core Capacity Study: Add project with \$1,150,000 in FY2021/22.  
<sup>8</sup> 5YPP amendment to accommodate Geary/19th Ave Subway Strategic Case (Resolution 22-0XX, xx/xx/xxxx)  
Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail): Reduced by \$801,716 from \$1,315,948 to \$514,232.  
Geary/19th Ave Subway Strategic Case: Added project with \$801,716 in FY2021/22.  
<sup>9</sup> Planned 5YPP amendment to fully fund design of Muni Forward M Oceanview Transit Reliability and Mobility Improvements Project  
NTIP Placeholder (carryover): Reduce from \$1,000,000 to \$300,000 in FY2021/22.  
Muni Forward M Oceanview Transit Reliability and Mobility Improvements: Program project with \$700,000 in FY2023/24.

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San Francisco  
County Transportation  
Authority



# San Francisco County Transportation Authority

## Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Bicycle Facility Maintenance
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>PROP K Expenditure Plans</b>	Pedestrian & Bicycle Facility Maintenance
<b>Current PROP K Request:</b>	\$400,000
<b>Supervisory District</b>	Citywide

### REQUEST

#### Brief Project Description

Maintain bicycle facilities to preserve their safety features. SFMTA will repaint bicycle lanes using green epoxy and repaint bike box/ mixed zone markings using green thermoplastic treatment. Additionally, plastic traffic channelizers along buffered bikeways will be replaced.

#### Detailed Scope, Project Benefits and Community Outreach

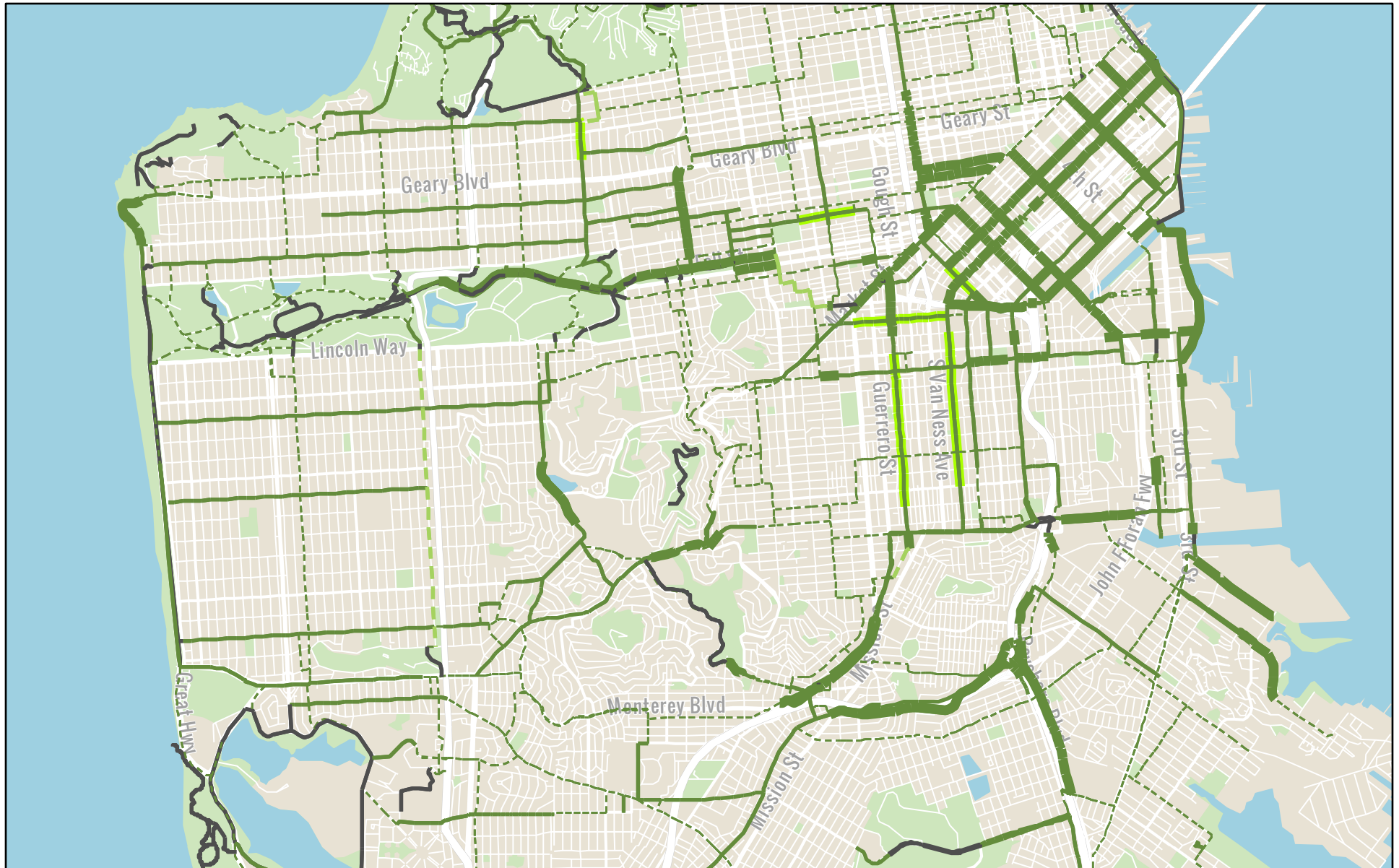
The San Francisco Municipal Transportation Agency requests \$400,000 to maintain bicycle facilities that are in poor condition citywide. The scope will focus on restriping existing bicycle facilities, including green bicycle lanes, green bicycle boxes and replacing traffic delineators that buffer bike lanes from vehicle traffic lanes. The SFMTA continues to expand the protected bike lane network through streetscape projects and quick-build projects, and the Prop K funds from this project will be used to purchase delineators and to replace them based on where SFMTA field staff and the public identify a need.

Bicycle lanes will be repainted using green epoxy and bike box/mixed zone facilities will be repainted using green thermoplastic treatment. While a more durable material, green thermoplastic is considerably more expensive than the green epoxy. Thus, the epoxy is a more efficient material to use for larger surfaces such as the length of a bicycle lane.

Replacing delineators and maintaining existing bike boxes and green lane markers are essential aspects of Vision Zero, a San Francisco policy that has set goals of eliminating all traffic deaths by 2024.

SFMTA will prioritize bicycle facility maintenance based upon field review by Livable Streets and Shops staff, public requests specifically on the protected bikeway network, and where quick build projects are implemented to ensure that delineators are in good condition and continue to separate bicyclists from vehicle traffic lanes. Requests for maintenance may be made to the SF311 Customer Service Center by calling 311, through [sf311.org](https://sf311.org) or through the SF311 app available on smartphones.

# San Francisco Bikeway Network

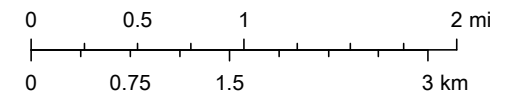


3/8/2022, 5:23:18 PM

Bikeway Network

- Separated Bikeway
- Bike Lane
- Neighborway
- Bike Route
- Bike Path
- Green Wave Street (Timed for 13 MPH)

1:72,224



## Project Location

Citywide

## 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>	\$400,000

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Bicycle Facility Maintenance
<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)	Apr-May-Jun	2022	Jan-Feb-Mar	2024
Advertise Construction				
Start Construction (e.g. Award Contract)	Apr-May-Jun	2022		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2024
Project Completion (means last eligible expenditure)				

## SCHEDULE DETAILS

Design work scheduled above refers to SFMTA engineering support during construction.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Bicycle Facility Maintenance
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-137: Pedestrian & Bicycle Facility Maintenance	\$0	\$400,000	\$0	\$400,000
<b>Phases In Current Request Total:</b>	\$0	\$400,000	\$0	\$400,000

## 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	\$400,000	\$400,000	Previous work
Operations	\$0		
Total:	\$400,000	\$400,000	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	02/08/2022
<b>Expected Useful Life:</b>	10 Years

## Transportation Authority Allocation Request Form

### Major Line Item Budget - Bicycle Facility Maintenance 2022

Item	Amount
Design Engineering (SFMTA)	\$85,000
Construction - Materials (SFMTA)	\$99,500
Construction - Labor (SFMTA Paint Shop)	\$215,000
City Attorney Office Fees	\$500
<b>Project Total</b>	<b>\$400,000</b>

### Unit Costs - Materials + Installation

Material	Quantity	Cost
12" Crosswalk Lines / Stop Bars	Lin Ft	\$8.57
4" Broken White or Yellow	Lin Ft	\$2.44
4" Solid White or Yellow	Lin Ft	\$4.29
6" Broken White	Lin Ft	\$3.53
6" Solid White	Lin Ft	\$5.36
8" Broken White or Yellow	Lin Ft	\$4.83
8" Solid White or Yellow	Lin Ft	\$6.29
Raised Pavement Markers (White or Yellow)	Each	\$19.65
Green Thermoplastic Markings	Sq Ft	\$21.45
Traffic Lane Delineators	Each	\$150.00

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Bicycle Facility Maintenance
<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>	\$400,000	<b>Total PROP K Recommended</b>	\$400,000

<b>SGA Project Number:</b>		<b>Name:</b>	Bicycle Facility Maintenance
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	12/31/2025
<b>Phase:</b>	Construction	<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-137	\$0	\$200,000	\$160,000	\$40,000	\$0	\$400,000

### Deliverables

1. Quarterly progress reports (QPRs) shall report on the locations where maintenance was performed, and the types and quantities of bicycle facility improvements (i.e., number of delineators, miles of lane, number of bike boxes) that the SFMTA has maintained using Prop K funds during the preceding quarter, the locations that SFMTA will maintain in the upcoming quarter, 2-3 photos of existing conditions, work being performed and/or of completed, in addition to the standard requirements for QPRs (see Standard Grant Agreement for details).

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>	Bicycle Facility Maintenance
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## EXPENDITURE PLAN SUMMARY

<b>Current PROP K Request:</b>	\$400,000
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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:

ML

## CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Matt Lasky	Joel C Goldberg
<b>Title:</b>	Project Manager	Grants Procurement Manager
<b>Phone:</b>	(415) 646-2265	(415) 646-2520
<b>Email:</b>	matt.lasky@sfmta.com	joel.goldberg@sfmta.com





## Memorandum

### AGENDA ITEM 9

**DATE:** March 24, 2022  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte - Deputy Director for Policy and Programming  
**SUBJECT:** 4/12/2022 Board Meeting: Allocate \$645,108 and Appropriate \$557,156 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 \$400,000 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <p>1. Bicycle Facility Maintenance</p> <p>Appropriate and Allocate \$802,264, with conditions for:</p> <p>2. Geary/19th Ave Subway Strategic Case (SFCTA: \$557,156; SFMTA: \$170,367; SF Planning: \$74,741)</p> <p><b>SUMMARY</b></p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have.</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input checked="" type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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### 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 \$1,202,264 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 proposed Fiscal Year 2021/22 budget amendment. 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 considered this item at its March 23, 2022 meeting and unanimously adopted a motion of support for the staff recommendation.

## **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)