



**San Francisco  
County Transportation  
Authority**

BD101921

RESOLUTION NO. 22-11

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RESOLUTION ALLOCATING \$985,700 IN PROP K FUNDS AND \$220,000 IN PROP AA FUNDS, WITH CONDITIONS, AND APPROPRIATE \$100,000 IN PROP K FUNDS FOR FOUR REQUESTS

WHEREAS, The Transportation Authority received four requests for a total of \$1,085,700 in Prop K local transportation sales tax funds and \$220,000 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the Traffic Calming, Bicycle Circulation/ Safety and Transportation/ Land Use Coordination categories of the Prop K Expenditure Plan; and from the Pedestrian Safety category of the Prop AA Expenditure Plan; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a Prop K or Prop AA 5-Year Prioritization Program (5YPP) for each of the aforementioned Expenditure Plan programmatic categories; and

WHEREAS, All of the requests are consistent with the relevant strategic plans and/or 5YPPs for their respective categories; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$985,700 in Prop K funds and \$220,000 in Prop AA funds, with conditions, and appropriating \$100,000 in Prop K funds for four requests, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K and Prop AA allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

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

WHEREAS, At its September 22, 2021 meeting, the Community Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$985,700 in Prop K funds and \$220,000 in Prop AA funds, with conditions, and appropriates \$100,000 in Prop K



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funds for Four 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 and Prop AA Expenditure Plans, the Prop K Strategic Plan, the Prop AA 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 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, the Prop AA Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.

Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K and Prop AA Allocation Summaries - FY 2021/22

Enclosure:

Prop K/Prop AA Allocation Request Forms (4)



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The foregoing Resolution was approved and adopted by the San Francisco County Transportation Authority at a regularly scheduled meeting thereof, this 26th day of October, 2021, by the following votes:

**Ayes:** Commissioners Chan, Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (11)

**Nays:** (0)

**Absent:** (0)

DocuSigned by:  
*Rafael Mandelman* 4/5/2022  
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Rafael Mandelman Date  
Chair

ATTEST: DocuSigned by:  
*Tilly Chang* 4/4/2022  
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Tilly Chang Date  
Executive Director

## Attachment 1: Summary of Requests Received

							Leveraging			
Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>	Phase(s) Requested	District(s)
PROP K	38	SFMTA	14th Street Road Diet [NTIP Capital] <sup>4</sup>	\$ 60,700		\$ 60,700	51%	0%	Construction	8
PROP K	38	SFMTA	Schools Engineering Program FY21/22 Cycle	\$ 925,000		\$ 925,000	51%	0%	Planning, Design, Construction	Citywide
PROP K	44	SFCTA	Treasure Island Supplemental Transportation Study [NTIP Planning]	\$ 100,000		\$ 200,000	40%	50%	Planning	6
PROP AA	Ped	SFPW	Potrero Gateway Loop Pedestrian Safety Improvements		\$ 220,000	\$ 1,949,000	NA	89%	Construction	10
<b>TOTAL</b>				<b>\$ 1,085,700</b>	<b>\$ 220,000</b>	<b>\$ 3,134,700</b>	<b>18%</b>	<b>58%</b>		

## Footnotes

<sup>1</sup> "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.

<sup>2</sup> Acronyms: SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)

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

<sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
38	SFMTA	14th Street Road Diet [NTIP Capital]	\$ 60,700	\$ -	Funds will be used for implementation of a "road diet" on 14th Street between Castro Street and Sanchez Street, in response to neighborhood concerns regarding traffic and pedestrian safety. Improvements will include elimination of an eastbound lane on 14th Street between Castro and Sanchez streets, addition of a left-turn-only lane at 14th and Castro streets, and extended red zones to increase daylighting at the intersections of 14th and Castro, Noe and Sanchez streets. Project benefits include improved pedestrian visibility and safer turning movements. The proposal was developed in coordination with Supervisor Mandelman's office, the Duboce Triangle Neighborhood Association and other members of the local community. SFMTA anticipates that the project will be open for use by December 2022.
38	SFMTA	Schools Engineering Program FY21/22 Cycle	\$ 925,000	\$ -	This request will fund the SFMTA's annual school engineering program which serves all K-12 schools in San Francisco (public and private). The two focus areas of work include: 1) school traffic operations signage and pavement/curb markings at up to 35 schools citywide; and 2) school loading zone traffic calming on up to 15 residential streets where school loading zones are present. SFMTA will also complete six Walk Audits from prior program cycles (Prop K funded) which have been delayed because of the COVID-19 pandemic and associated school closures. Locations for the FY22 cycle will be determined by March 2022 through 311, referrals from the San Francisco Unified School District liaison, and observations from SFMTA crossing guards for the School Traffic Operations Signage and Markings Sub-Program, and through collision and enrollment data, as well as observed traffic speeds for the School Loading Zone Traffic Calming Sub-Program. Pages E6-26 - E6-31 of the enclosure show the list of locations and status of implementation for the FY18/19 and FY19/20 program cycles. The SFMTA anticipates that the full scope of this request will be open for use by March 2024. SFMTA did not request funds for a FY20/21 cycle.

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
44	SFCTA	Treasure Island Supplemental Transportation Study [NTIP Planning]	\$ 100,000	\$ -	As the request of Supervisor Haney, Neighborhood Program funds would be used to conduct stakeholder engagement and data analysis to understand Treasure Island resident and worker transportation needs, outline recommended short-term public transit improvements and plan for supplemental transportation options to fill identified gaps in service. Recommendations could take the form of an on-demand shuttle, shared van, and/or ride-share subsidy. Each option requires more conversations with residents, workers and service providers to understand new realities after the pandemic, potential barriers to use and how to overcome those barriers. We anticipate that the Study, which will include an implementation plan, will be presented to the Board in July 2022.
Ped	SFPW	Potrero Gateway Loop Pedestrian Safety Improvements	\$ -	\$ 220,000	Requested funds would support construction of this project, which will revitalize and reconnect the Potrero Hill neighborhood separated by U.S. 101. The project will create a gateway and provide a safe passageway under the freeway overpass along 17th Street from Vermont Street to San Bruno Avenue and along Vermont Street and San Bruno Avenue between 17th and Mariposa streets, locations on the High Injury Network. The project will improve pedestrian, bicyclist, and motorist safety by widening sidewalks, constructing corner bulbouts, enhancing bike lanes, installing new street trees and rain gardens, and with roadway and parking modifications. The project is expected to be open for use by December 2022. Prop AA funds will leverage Eastern Neighborhoods impact fees and a grant from the state Affordable Housing and Sustainable Communities program.
<b>TOTAL</b>			<b>\$1,085,700</b>	<b>\$220,000</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	Prop AA Funds Recommended	Recommendations
38	SFMTA	14th Street Road Diet [NTIP Capital]	\$ 60,700	\$ -	
38	SFMTA	Schools Engineering Program FY21/22 Cycle	\$ 925,000	\$ -	<b>Multi-phase Allocation:</b> We are recommending a multi-phase allocation given the overlapping schedule of the planning, design and construction phases at different school locations.
44	SFCTA	Treasure Island Supplemental Transportation Study [NTIP Planning]	\$ 100,000	\$ -	
Ped	SFPW	Potrero Gateway Loop Pedestrian Safety Improvements	\$ -	\$ 220,000	
<b>TOTAL</b>			<b>\$ 1,085,700</b>	<b>\$ 220,000</b>	

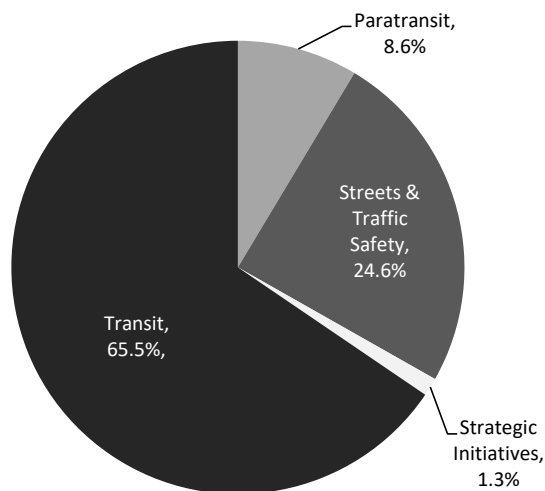
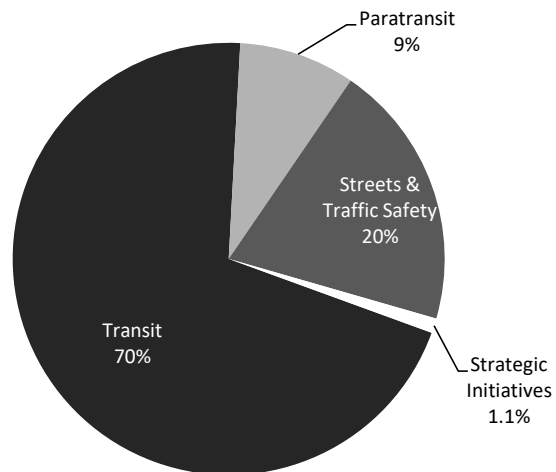
<sup>1</sup> See Attachment 1 for footnotes.

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

**PROP K SALES TAX**

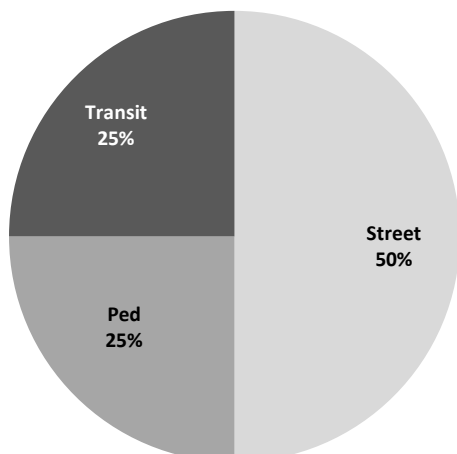
<b>FY2021/22</b>	<b>Total</b>	<b>FY 2021/22</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>
Prior Allocations	\$ 27,340,765	\$ 16,671,381	\$ 9,593,532	\$ 1,075,852	\$ -	\$ -
Current Request(s)	\$ 1,085,700	\$ 80,000	\$ 383,200	\$ 522,500	\$ 100,000	\$ -
New Total Allocations	\$ 28,426,465	\$ 16,751,381	\$ 9,976,732	\$ 1,598,352	\$ 100,000	\$ -

The above table shows maximum annual cash flow for all FY 2021/22 allocations and appropriations approved to date, along with the current recommended allocation(s) and appropriation.

**Investment Commitments,  
per Prop K Expenditure Plan**

**Prop K Investments To Date**

**PROP AA VEHICLE REGISTRATION FEE**

<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>
Prior Allocations	\$ 1,336,928	\$ -	\$ 1,317,428	\$ 19,500	\$ -
Current Request(s)	\$ 220,000	\$ -	\$ 110,000	\$ 110,000	\$ -
New Total Allocations	\$ 1,556,928	\$ -	\$ 1,427,428	\$ 129,500	\$ -

The above table shows total cash flow for all FY 2021/22 allocations approved to date, along with the current recommended allocation(s).

**Investment Commitments, per Prop AA  
Expenditure Plan**

**Prop AA Investments To Date**
