



RESOLUTION APPROVING THE 2022 PROP AA STRATEGIC PLAN POLICIES AND
SCREENING AND PRIORITIZATION CRITERIA AND AMENDING THE 2017 PROP AA
STRATEGIC PLAN

WHEREAS, In November 2010, San Francisco voters approved Proposition AA (Prop AA), authorizing the Transportation Authority to collect an additional \$10 annual vehicle registration fee on motor vehicles registered in San Francisco and to use the proceeds to fund transportation projects identified in the Expenditure Plan; and

WHEREAS, The Prop AA Expenditure Plan identifies eligible expenditures in three programmatic categories: Street Repair and Reconstruction, Pedestrian Safety, and Transit Reliability and Mobility Improvements, and mandates the percentage of revenues that shall be allocated to each category over the life of the Expenditure Plan; and

WHEREAS, The Prop AA Expenditure Plan requires development of a Strategic Plan to guide the implementation of the program, and specifies that the Strategic Plan include a detailed 5-year prioritized program of projects (5YPP) for each of the Expenditure Plan categories as a prerequisite for allocation of funds; and

WHEREAS, In May 2017, through Resolution 17-45, the Transportation Authority Board adopted the 2017 Prop AA Strategic Plan, which among other elements, included the required 5YPPs covering Fiscal Years 2017/18 to 2021/22 and which programmed \$20.7 million in Prop AA funds to 12 projects; and

WHEREAS, The Transportation Authority Board subsequently amended the 2017 Prop AA Strategic Plan through adoption of Resolutions 17-45, 19-48, 19-63, and 20-62; and

WHEREAS, Transportation Authority staff has begun preparations for the 2022 Strategic Plan update and development of the 2022 5YPPs which will cover Fiscal Years 2022/23 to 2026/27; and

WHEREAS, the 2022 Strategic Plan update will be guided by two key documents: the Prop AA Strategic Plan Policies (Attachment 1) which provide guidance to staff and project sponsors on the various aspects of managing the program, including the allocation and expenditure of funds, and the Prop AA Strategic Plan Screening and Prioritization Criteria (Attachment 2) which are the mechanism to evaluate and prioritize projects for funding within the three programmatic categories; and



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WHEREAS, The proposed policies and screening and prioritization criteria include only minor revisions to the currently adopted versions; and

WHEREAS, Prop AA places a strong emphasis on timely use of funds to ensure that projects result in near-term, tangible benefits to the public and as such, the Strategic Plan policies specify that any project programmed in the Strategic Plan that does not request allocation of funds in the year of programming may, at the discretion of the Board, have its funding deobligated and reprogrammed to other projects through a competitive call for projects; and

WHEREAS, Transportation Authority staff worked with San Francisco Public Works (SFPW) and San Francisco Municipal Transportation Agency (SFMTA) staff to review the status of three projects shown in Attachment 3 with funds programmed but unallocated in Fiscal Year 2020/21 or 2021/22; and

WHEREAS, The three project include SFPW's Mission and Geneva Pavement Renovation and Fillmore Street Pavement Renovation, and SFMTA's Transit Stop Signage Enhancement Program - Phase 2; and

WHEREAS, After review of the reasons for delay and of the current project delivery status, Transportation Authority staff recommended amending the 2017 Prop AA Strategic Plan to delay the year of programming by one year to Fiscal Year 2021/22 for both the SFMTA's Transit Stop Signage Enhancement Program - Phase 2 and SFPW's Mission and Geneva Pavement Renovation projects as requested by the project sponsors; and

WHEREAS, As requested by SFPW's, Transportation Authority staff also recommend reprogramming \$2,397,129 from the Fillmore Street Pavement Renovation project to SFPW's Mission and Geneva Pavement Renovation project since the former project is not likely to move forward this fiscal year, as it is coordinating with a SFMTA Muni Forward transit improvement project on Fillmore Street, which SFMTA is still defining; and

WHEREAS, An updated project information form for the Mission and Geneva Pavement Renovation project is included in Attachment 4, showing the latest scope, schedule, cost and funding plan for the project; and

WHEREAS, At its September 22, 2021 meeting, the Community Advisory Committee was briefed on the proposed minor revisions to the Prop AA Strategic Plan Policies and Screening and Prioritization Criteria and on the proposed amendments to the 2017 Prop AA



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Strategic Plan and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the 2022 Prop AA Strategic Plan Policies, as shown in Attachment 1 and the 2022 Prop AA Strategic Plan Screening and Prioritization Criteria, as shown in Attachment 2; and be it further

RESOLVED, That the Transportation Authority hereby amends the 2017 Prop AA Strategic Plan as detailed in Attachments 3 and 4.

Attachments:

1. Prop AA Strategic Plan Policies
2. Prop AA Strategic Plan Screening and Prioritization Criteria
3. Proposed Amendments to 2017 Prop AA Strategic Plan
4. Project Information Form for Mission and Geneva Pavement Renovation project



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RESOLUTION NO. 22-13

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
Chair

Date

DocuSigned by:

Tilly Chang

4/4/2022

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ATTEST:

Tilly Chang
Executive Director

Date

Attachment 1

Prop AA Vehicle Registration Fee
Strategic Plan Policies (~~Adopted 10.25.16~~Draft 09.14.2021)

The Strategic Plan policies and procedures provide guidance to both Transportation Authority staff and project sponsors on the various aspects of managing the Prop AA program. The Strategic Plan policies and procedures highlighted here address the allocation and expenditure of funds, in the policy context of the Transportation Authority's overall revenue structure, as well as clarifying the Transportation Authority's expectations of sponsors to deliver their projects. We have written the policies based on the experience of the Prop K program, but tailored to the smaller size of the program and to reflect the guiding principles that were used to develop the Expenditure Plan.

This Expenditure Plan identifies eligible expenditures for three programmatic categories: Street Repair and Reconstruction; Pedestrian Safety; and Transit Reliability and Mobility Improvements.

The Prop AA policies are detailed below.

Project Readiness

- Prop AA funds will be allocated to phases of a project based on demonstrated readiness to begin the work and ability to complete the product. Any impediments to completing the project phase will be taken into consideration, including, but not limited to, failure to provide evidence of necessary inter- and/or intra-agency coordination, or any pending or threatened litigation.
- Allocations of Prop AA funds for specific project phases will be contingent on the prerequisite milestones shown in Table 1 (found at the end of this attachment). Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services or initiating procurements which will utilize Prop AA funds.
- Projects with complementary funds from other sources will be given priority for allocation if there are timely use of funds requirements outside of the Transportation Authority's jurisdiction applied to the other fund sources.
- The sponsor will provide certification at the time of an allocation request that all complementary fund sources are committed to the project. Funding is considered committed if it is included specifically in a programming document adopted by the governing board or council responsible for the administration of the funding and recognized by the Transportation Authority as available for the phase at the time the funds are needed.

Programming

- The Expenditure Plan assigns the percentage allocation of vehicle registration fee revenues over its 30-year life to each category is as follows: Street Repair and Reconstruction – 50%, Pedestrian Safety– 25%, and Transit Reliability and Mobility Improvements – 25%. The Strategic Plan reserves the flexibility to assign annual Prop AA revenues across the three categories with considerations including project readiness and policy direction (e.g., focus on pedestrian safety). As a part of Strategic Plan updates, the amount programmed and allocated to each category will be reconciled to ensure the program is on-track to allocate funds in the proportions prescribed by the Expenditure Plan.
- Prop AA funds will be programmed and allocated to phases of projects emphasizing the leveraging of other fund sources.
- In establishing priorities in the Strategic Plan updates, the Transportation Authority will take into consideration the need for Prop AA funds to be available for matching federal, state, or regional fund sources for the project or program requesting the allocation or for other projects in the Expenditure Plan.
- On the occasion of each Strategic Plan update or major amendment, envisioned no less frequently than every four years, the ability of sponsors to deliver their committed projects and

Attachment 1

programs and comply with timely-use-of-funds requirements will be taken into consideration when updating the programming of funds.

Project Delivery and Timely Use of Funds Requirements

- To support timely and cost-effective project delivery, Prop AA funds will be allocated to one project phase at a time, except for smaller, less complex projects, where the Transportation Authority may consider exceptions to approve multi-phase allocations. Phases eligible for an allocation:
 - Design Engineering (PS&E)¹
 - Construction, including procurement (e.g. accessible pedestrian signals)
- Project phases for which Prop AA funds will be allocated will be expected to result in a complete work product or deliverable. Table 2 located in the following section demonstrates the products expected to accompany allocations.
- Implementation of project phase must occur within 12 months of date of allocation. Implementation includes issuance of a purchase order to secure project components, award of a contract, or encumbrance of staff labor charges by project sponsor. Any project that does not begin implementation within 12 months of the date of allocation may have its sponsor request a new timely-use-of-funds deadline with a new project schedule, subject to the approval of the Transportation Authority. If denied, the sponsor may request that the Transportation Authority Board determine if funds should be deobligated to be included in a competitive call for projects. Sponsors will have the opportunity to reapply for funds through these competitive calls, but will not be guaranteed any priority if other eligible, ready-to-go project applications are received.
- Prop AA final reimbursement requests and project closeout requests must be submitted within 12 months of project completion. Exceptions will be considered on a case-by-case basis.
- It is imperative to the success of the Prop AA program that project sponsors of Prop AA-funded projects work with Transportation Authority representatives in a cooperative process. It is the project sponsor's responsibility to keep the Transportation Authority apprised of significant issues affecting project delivery and costs. Ongoing communication resolves issues, facilitates compliance with Transportation Authority policies and contributes greatly toward ensuring that adequate funds will be available when they are needed.
- Timely-use-of-funds requirements will be applied to all Prop AA allocations to help avoid situations where Prop AA funds sit unused for prolonged periods of time given Prop AA's focus on delivering tangible benefits in the short term.² Any project programmed within the Prop AA Strategic Plan that does not request allocation of funds in the year of programming may, at the discretion of the Transportation Authority Board, have its funding deobligated and reprogrammed to other projects through a competitive call~~s~~ for Prop AA projects. Sponsors will have the opportunity to reapply for funds through these competitive calls, but will not be guaranteed any priority if other eligible, ready-to-go project applications are received.

¹ As defined in the Code of Federal Regulations (23 CFR §636.103), final design means any design activities following preliminary design and expressly includes the preparation of final construction plans and detailed specifications for the performance of construction work, and other activities constituting final design include final plans, project site plan, final quantities, and final engineer's estimate for construction.

² One of the six guiding principles in the Prop AA Expenditure Plan calls for the Prop AA program to focus on smaller, high-impact projects that provide tangible benefits in the short-term.

Attachment 1

Project Performance

- The Transportation Authority and project sponsors shall identify appropriate performance measures, milestone targets, and a timeline for achieving them, to ensure that progress is made in meeting the goals and objectives of the project or program. These performance measures shall be consistent with the Transportation Authority's Congestion Management Program requirements and shall be used to inform future Strategic Plan amendments and updates.
- Performance and project delivery reports of Prop AA-funded projects will be brought to the Transportation Authority Board on a regular basis to highlight the delivery of open projects.

Administration

- Prior to allocation of any Prop AA funds to projects, projects must be programmed in the 5-Year Prioritization Program (5YPP)/Strategic Plan. To become programmed, projects may either be submitted by project sponsors for Transportation Authority review at the time of Strategic Plan adoption, periodic update, or through periodic competitive calls for projects that will be amended into the 5YPP/Strategic Plan.
- Within the Strategic Plan, 5YPPs shall establish a clear set of criteria for prioritizing or ranking projects, and include clearly defined budgets, scopes and schedules for individual projects within the program, consistent with the Strategic Plan, for review and adoption by the Transportation Authority Board as provided for in the Expenditure Plan. Allocations may be made simultaneous to approval of the 5YPPs/Strategic Plan.
- Allocations of Prop AA funds will be based on an application package prepared and submitted by the lead agency for the project. The package will be in accordance with application guidelines and formats as outlined in the Transportation Authority's allocation request procedures, with the final application submittal to include sufficient detail and supporting documentation to facilitate a determination that the applicable conditions of these policies have been satisfied.
- Under the approved Transportation Authority Fiscal Policy, Cash Flow Distribution Schedules are adopted simultaneous to the allocation action. The allocation resolution will spell out the maximum reimbursement level per year, and only the reimbursement amount authorized in the year of allocation will count against the Capital Expenditures line item for that budget year. The Capital Expenditures line item for subsequent year annual budgets will reflect the maximum reimbursement schedule amounts committed through the original and any subsequent allocation actions. The Transportation Authority will not guarantee reimbursement levels higher than those adopted in the original and any subsequent allocation actions.
- Prop AA funds will be spent down at a rate proportional to the Prop AA share of the total funds programmed to that project phase or program. The Transportation Authority will consider exceptions on a case-by-case basis (e.g. another fund source is not immediately available or cannot be used to cover certain expenses). Project sponsors should notify the Transportation Authority of the desire for an exception to this policy when requesting allocation of funds.
- Unexpended portions of allocated amounts remaining after final reimbursement for that phase will be returned to the project's programmed balance if the project is not yet completed and has future funds programmed in the Strategic Plan.
- Upon completion of the project, including any expected work product shown in Table 2, the Transportation Authority will deem that any remaining programmed balance for the project is available for programming with first priority to another project within the same category as listed in the Expenditure Plan or second priority, to any other ready-to-go Prop AA projects. Final project selection will be determined through a competitive call for projects.

Attachment 1

- Retroactive expenses are ineligible. No expenses will be reimbursed that are incurred prior to Board approval of the allocation for a particular project or program. The Transportation Authority will not reimburse expenses incurred prior to fully executing a Standard Grant Agreement (SGA).
- Indirect expenses are ineligible. Reimbursable expenses will include only those expenses directly attributable to the delivery of the products for that phase of the project or program receiving a Prop AA allocation.
- Projects shall be consistent with the Regional Transportation Plan (RTP).

Attachment 1

Table 1**Prerequisite Milestones for Allocation**

Allocations of Prop AA funds for specific project phases will be contingent on the prerequisite milestones shown in the table below. Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services which will utilize Prop AA funds.

Phase	Prerequisite Milestone(s) for Allocation
Design Engineering (PS&E)	<ul style="list-style-type: none"> • Inclusion in 5YPP/Strategic Plan • Conceptual-Preliminary Engineering Report, if applicable • Approved environmental document • Capital construction funding in adopted plan, including RTP
Construction, including procurement (e.g. accessible pedestrian signals)	<ul style="list-style-type: none"> • Inclusion in 5YPP /Strategic Plan • Approved environmental document • Right of way certification (if appropriate) • 100% PS&E

Table 2**Expected Work Products/Deliverables by Phase**

The phase for which Prop AA funds are allocated is expected to result in a complete work product or deliverable. The expected work product for each phase is described in the table below. Upon approval of a request for allocation, the Transportation Authority on a case-by-case basis may approve a work product/deliverable other than that shown in the table below (e.g. for Transportation Demand Management projects).

Phase	Expected Work Product/Deliverable ¹
Design Engineering (PS&E)	Final design package including contract documents
Construction, including procurement	Constructed improvement or minimum operating segment , or equipment in service

¹The Transportation Authority will specify required deliverables for an allocation in the Allocation Request Form, typically requiring evidence of completion of the above work products/deliverables such as a copy of the signed certifications page as evidence of completion of PS&E or digital photos of a completed construction project.

Prop AA Vehicle Registration Fee
Strategic Plan Screening and Prioritization Criteria - (Revised 03.19.2019 Draft 09.14.2021)

The Prop AA Expenditure Plan requires that the Strategic Plan include a prioritization mechanism to rank projects within each of the three programmatic categories. The intent of this requirement is to provide the Transportation Authority Board, the public, and Prop AA project sponsors with a clear understanding of how projects are prioritized for funding within program. Having a transparent and well-documented prioritization methodology in place allows for an open, inclusive and predictable project development process, intended to result in a steady stream of projects that are ready to compete for Prop AA, Prop K, and other discretionary (i.e., competitive) fund sources for implementation. In addition, a robust prioritization methodology helps to ensure that projects programmed for Prop AA funds can deliver near-term, tangible benefits to the public as intended by the Expenditure Plan. Finally, it allows project sponsors to better take advantage of coordination opportunities with other transportation projects funded by Prop AA and other funding sources that should result in efficiencies and minimize disruption caused by construction activities.

I. SCREENING

Projects must meet all screening criteria in order to be considered further for Prop AA funding. The screening criteria focus on meeting the eligibility requirements for Prop AA funds and include, but are not limited to, the following factors:

- Project sponsor is an eligible administering agency per the Prop AA Expenditure Plan guidelines.
- Project is eligible for funding from one or more of Prop AA's three programmatic categories.
- Project is seeking Prop AA funds for design or construction phases only.
- Project is consistent with the regional transportation plan.
- Project is consistent with agency adopted plans; existing and planned land uses; and adopted standards for urban design and for the provision of pedestrian amenities; and supportive of planned growth in transit friendly housing, employment and services.

II. GENERAL PRIORITIZATION

Projects that meet all of the Prop AA screening criteria will be prioritized for Prop AA funding based on, but not limited to the factors listed below. Neither the general prioritization criteria listed below nor category-specific criteria listed in Section III are in any particular order nor are they weighted. In general, the more criteria a project satisfies and the better it meets them, the higher a project will be ranked.

- **Project Readiness:** Priority shall be given to projects that can implement the funded phase(s) within twelve months of allocation. Implementation includes issuance of a purchase order to secure project components, awarding a contract, or encumbrance of staff labor charges by project sponsor.
- **Time Sensitivity:** Priority shall be given to projects that are trying to take advantage of time sensitive construction coordination opportunities and whether the project would leverage other funding sources with timely use of funds requirements.
- **Community Engagement/Support:** Priority shall be given to projects with clear and diverse community support and/or developed out of a community-based planning process (e.g., community-based transportation plan, the Neighborhood Transportation Improvement Program, corridor improvement study, campus master plan, station area plans, etc.).
- **Benefits Communities of Concern Equity Priority Communities:** Priority will be given to

projects that directly benefit disadvantaged populations, whether the project is directly located in an [Equity Priority Community](#) or can demonstrate benefits to disadvantaged populations.

- **Fund Leveraging:** Priority shall be given to projects that can demonstrate leveraging of Prop AA funds, or that can justify why they are ineligible, have very limited eligibility, or compete poorly to receive Prop K or other discretionary funds.
- **Geographic Equity:** Prop AA programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects, as appropriate.
- **Project Sponsor Priority:** For project sponsors that submit multiple Prop AA applications, the Transportation Authority will consider the project sponsor's relative priority for its applications.
- **Project Delivery Track Record:** The Transportation Authority will consider the project sponsor(s)' past project delivery track record of prior Prop AA and other Transportation Authority-programmed funds when prioritizing potential Prop AA projects. For sponsors that have not previously received Transportation Authority-funds, the Transportation Authority will consider the sponsors' project delivery track record for capital projects funded by other means.

III. PROGRAMMATIC CATEGORY PRIORITIZATION

In addition to the general prioritization criteria detailed in Section II, listed below are prioritization criteria specific to each programmatic category.

Street Repair and Reconstruction

- Priority will be given to projects based on an industry-standard pavement management system designed to inform cost effective roadway maintenance.
- Priority will be given to streets located on San Francisco's bicycle and transit networks.
- Priority will be given to projects that include complete streets elements. Specifically, priority will be given to projects that include at least a minimal level of enhancement over previous conditions and that directly benefit multiple system users regardless of fund source (e.g. Street Repair and Reconstruction category, other Prop AA category or non-Prop AA fund source). Enhancements include complete streets elements for pedestrians, cyclists, or transit passengers that are improvements above and beyond those triggered by the street repair and reconstruction work (e.g. ADA compliant curb ramps required because of the street repair and reconstruction work).

Pedestrian Safety

- Priority will be given to projects that shorten crossing distances, minimize conflicts with other modes, and reduce pedestrian hazards.
- Priority will be given to projects on corridors that are identified through or are consistent with [WalkFirst](#), Vision Zero, [and related](#) or successor efforts (e.g. [pedestrian masteractive transportation](#) plan).
- Priority will be given to infrastructure projects that improve access to transit and/or schools.

Transit Reliability and Mobility Improvements

- Priority will be given to projects that support existing or proposed rapid transit, including projects identified in transit performance plans or programs such as the San Francisco Municipal Transportation Agency's Muni Forward program and Rapid Network initiative.

- Priority will be given to projects that increase transit accessibility, reliability, and connectivity (e.g. stop improvements, transit stop consolidation and relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, bicycle parking, and improved connections to regional transit).
- Priority will be given to travel demand management projects that aim to reduce congestion and transit crowding and are aligned with San Francisco's citywide travel demand management goals.
- Priority will be given to projects that address documented safety issues.

Attachment 3
Proposed 2021 Prop AA Strategic Plan Amendment - Summary of Recommendations

District	Project Name	Phase	Sponsor ¹	Brief Project Description	Fiscal Year Program-med	Amount	Recommendation
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Street Repair and Reconstruction

9	Mission Street Transit and Pavement Improvement Mission and Geneva Pavement Renovation	Construction	SFPW	In coordination with SFMTA's Mission/Geneva Safety Project. Demolition, pavement renovation of 55 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geneva Ave from Mission St to Prague St and Mission St from Ney St to Geneva Ave. in Districts 8, 9, and 11. SFPW expects to advertise the project in fall 2021 and complete construction in summer 2025.	2020/21 2021/22	\$2,397,129 \$4,794,258	Proposed amendment to delay programming of construction funds to Fiscal Year (FY) 2021/22 and increase programming from \$2,397,129 to \$4,794,258. (See Fillmore Street Pavement Renovation below for information of source of proposed funds.) The current cost estimate for the Mission paving project is based on 95% complete design and is higher than the estimate from 2017, when funds were originally programmed to the project, prior to the start of detailed design. Providing additional Prop AA funds to this project will allow Prop AA funds to begin providing benefits to the public as quickly as possible and will reduce the need for other fund sources, including Prop K.
5	Fillmore Street Pavement Renovation	Construction	SFPW	To be coordinated with SFMTA Muni Forward project on Fillmore Street. Demolition, pavement renovation of 46 blocks, new sidewalk constructions, curb ramp construction, traffic control, and all related and incidental work. On Fillmore St from Duboce Ave to Marina Blvd. and Laussat St from Fillmore St to Steiner St. in Districts 2, 5, and 8.	2021/22	\$2,397,129 \$0	Project delayed due to coordination with an SFMTA transit project that is still being defined and funds proposed to be reprogrammed to the Mission and Geneva Pavement Renovation project. This project has been significantly delayed and will move forward at a later date with other funds, including potentially with future Prop AA funds.


Transit Reliability and Mobility Improvements

Citywide	Transit Stop Signage Enhancement Program - Phase 2	Construction	SFMTA	Update and upgrade signage at Muni stops. Stops along rail, rapid or frequent lines will include Muni-branded solar-powered lanterns along with more legible signage. Work will be completed citywide, line by line. Specific locations and Districts TBD. Phase 2 would upgrade lines that are not part of Phase 1 (currently underway).	2020/21 2021/22	\$1,021,021	Proposed amendment to delay programming of construction funds to Fiscal Year 2021/22. Project has been delayed due to staffing changes and bus route alterations due to the pandemic. SFMTA expects the 2022 Muni Service Network to be adopted by the SFMTA Board in December 2021, which will provide the certainty needed to move forward with this project. SFMTA originally proposed to start Phase 2 of the project after completion of Phase 1 in 2023, with the entire project taking 4-5 years to complete. To complete the project faster, SFMTA now says they expect to have the capacity to work on Phase 1 and 2 concurrently.
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¹Sponsor abbreviations include San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works (SFPW).

**2017 Prop AA Strategic Plan
Programming and Allocations
Pending October 2021 Board**

Project Name	Phase	Sponsor	Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	5-Year Total
Street Repair and Reconstruction								
Target Funds Available in Category			\$ 2,264,242	\$ 3,980,320	\$ 2,290,539	\$ 2,206,289	\$ 2,177,034	\$ 12,918,424
Geary Boulevard Pavement Renovation ^{1,2}	Construction	SFPW			\$ 3,386,732			\$ 3,386,732
Richmond Residential Streets Pavement Renovation ²	Construction	SFPW				\$ 2,020,000		\$ 2,020,000
23rd St, Dolores St, York St and Hampshire St Pavement Renovation ¹	Construction	SFPW			\$ 2,397,129			\$ 2,397,129
Mission and Geneva Pavement Renovation ⁴	Construction	SFPW				\$ -	\$ 4,794,258	\$ 4,794,258
Fillmore Street Pavement Renovation ⁴	Construction	SFPW					\$ -	\$ -
Subtotal Programmed to Category (% all time)			49.4%	\$ -	\$ -	\$ 5,783,861	\$ 2,020,000	\$ 4,794,258
Cumulative Remaining Capacity				\$ 2,264,242	\$ 6,244,562	\$ 2,751,240	\$ 2,937,529	\$ 320,305
Pedestrian Safety								
Target Funds Available in Category			\$ 1,010,876	\$ 1,777,023	\$ 1,022,616	\$ 985,003	\$ 971,942	\$ 5,767,461
Haight Street Streetscape (Pedestrian Lighting)	Construction	SFPW	\$ 2,052,000					\$ 2,052,000
Potrero Gateway Loop (Pedestrian Safety Improvements) ^{1,2}	Design	SFPW			\$ 80,000			\$ 80,000
Potrero Gateway Loop (Pedestrian Safety Improvements) ^{1,2,3}	Construction	SFPW				\$ 220,000		\$ 220,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) ^{1,2}	Construction	SFPW			\$ 700,000			\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction	SFMTA		\$ 655,000				\$ 655,000
5th Street Quick Build Improvements ^{2,3}	Construction	SFMTA				\$ 378,372		\$ 378,372
Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements Segments F/G ²	Construction	SFMTA			\$ 368,519			\$ 368,519
Western Addition Transportation Plan Implementation (Pedestrian Lighting) ¹	Design	SFPW			\$ 60,000			\$ 60,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting) ^{1,3}	Construction	SFPW				\$ 926,928		\$ 926,928
Page Street Neighborway (Webster to Market)	Construction	SFMTA				\$ 144,005		\$ 144,005
Joice Alley Lighting Improvements	Design	SFPW				\$ 90,000		\$ 90,000
Joice Alley Lighting Improvements	Construction	SFPW					\$ 410,000	\$ 410,000
Subtotal Programmed to Category (% all time)			25.6%	\$ 2,052,000	\$ 655,000	\$ 1,208,519	\$ 1,759,305	\$ 410,000
Cumulative Remaining Capacity				\$ (1,041,124)	\$ 80,900	\$ (105,003)	\$ (879,305)	\$ (317,363)
Transit Reliability and Mobility Improvements								
Target Funds Available in Category			\$ 1,503,514	\$ 2,643,034	\$ 1,520,976	\$ 1,465,032	\$ 1,445,606	\$ 8,578,163
Muni Metro Station Enhancements - Phase 1	Construction	SFMTA	\$ 2,465,316					\$ 2,465,316
Third Street Transit and Safety Improvements ²	Construction	SFMTA			\$ 383,776			\$ 383,776
Transit Stop Signage Enhancement Program - Phase 1	Design, Construction	SFMTA				\$ 1,043,898		\$ 1,043,898
Transit Stop Signage Enhancement Program - Phase 2 ⁴	Design, Construction	SFMTA				\$ -	\$ 1,021,021	\$ 1,021,021
L. Taraval Improvement Project (Segment B – Sunset Boulevard to West Portal)	Construction	SFMTA				\$ 3,664,159		\$ 3,664,159
Subtotal Programmed to Category (% all time)			25.0%	\$ 2,465,316	\$ -	\$ 383,776	\$ 4,708,057	\$ 1,021,021
Cumulative Remaining Capacity				\$ (961,802)	\$ 1,681,232	\$ 2,818,432	\$ (424,592)	\$ (7)
Total Available Funds			\$ 4,778,633	\$ 8,400,377	\$ 4,834,131	\$ 4,656,325	\$ 4,594,582	\$ 27,264,048
Total Programmed			\$ 4,517,316	\$ 655,000	\$ 7,376,156	\$ 8,487,362	\$ 6,225,279	\$ 27,261,113
Cumulative Remaining Capacity			\$ 261,317	\$ 8,006,694	\$ 5,464,669	\$ 1,633,632	\$ 2,935	

Allocated Pending Action **Notes**¹ Comprehensive 2017 Strategic Plan Amendment (Res 19-48, approved 03/19/2019).² Comprehensive 2017 Strategic Plan Amendment (Res 19-63, approved 06/25/2019).³ Comprehensive 2017 Strategic Plan Amendment (Res 20-62, approved 06/23/2020).⁴ Comprehensive 2017 Strategic Plan Amendment (Res 22-xx, 10/26/2021).

**2017 Prop AA Strategic Plan
Cash Flow
Pending October 2021 Board**

Project Name	Phase	Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	Fiscal Year 2022/23	Fiscal Year 2023/24	Total
Street Repair and Reconstruction									
Target Funds Available in Category		\$ 2,264,242	\$ 3,980,320	\$ 2,290,539	\$ 2,206,289	\$ 2,177,034			\$ 12,918,424
Geary Boulevard Pavement Renovation1, 2	Construction			\$ 846,683	\$ 1,246,683	\$ 1,293,366			\$ 3,386,732
Richmond Residential Streets Pavement Renovation2	Construction					\$ 1,212,000	\$ 808,000		\$ 2,020,000
23rd St, Dolores St, York St and Hampshire St Pavement Renovation1	Construction			\$ 750,000	\$ 1,647,129				\$ 2,397,129
Mission and Geneva Pavement Renovation 4	Construction					\$ 1,198,565	\$ 1,198,564		\$ 2,397,129
Fillmore Street Pavement Renovation 4	Construction					\$ 480,000	\$ 1,437,129	\$ 480,000	\$ 2,397,129
Cash Flow Subtotal		\$ -	\$ -	\$ 1,596,683	\$ 2,893,812	\$ 4,183,931	\$ 3,443,693	\$ 480,000	\$ 12,598,119
Cumulative Remaining Capacity		\$ 2,264,242	\$ 6,244,562	\$ 6,938,418	\$ 6,250,895	\$ 4,243,998	\$ 800,305	\$ 320,305	\$ 320,305
Pedestrian Safety									
Target Funds Available in Category		\$ 1,010,876	\$ 1,777,023	\$ 1,022,616	\$ 985,003	\$ 971,942			\$ 5,767,461
Haight Street Streetscape (Pedestrian Lighting)	Construction	\$ 500,000	\$ 1,050,000	\$ 502,000					\$ 2,052,000
Potrero Gateway Loop (Pedestrian Safety Improvements)1, 2	Design				\$ 80,000				\$ 80,000
Potrero Gateway Loop (Pedestrian Safety Improvements)1, 2, 3	Construction					\$ 220,000			\$ 220,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)1, 2	Construction			\$ 400,000	\$ 300,000				\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction		\$ 655,000						\$ 655,000
5th Street Quick Build Improvements2, 3	Construction				\$ 378,372				\$ 378,372
Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements Segments F/G2	Construction			\$ 368,519					\$ 368,519
Western Addition Transportation Plan Implementation (Pedestrian Lighting)1	Design			\$ 15,000	\$ 45,000				\$ 60,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting)1, 3	Construction			\$ -		\$ 926,928			\$ 926,928
Page Street Neighborway (Webster to Market)	Construction					\$ 144,005			
Joice Alley Lighting Improvements	Design				\$ 67,500	\$ 22,500			\$ 90,000
Joice Alley Lighting Improvements	Construction					\$ 390,500	\$ 19,500		\$ 410,000
Cash Flow Subtotal		\$ 500,000	\$ 1,705,000	\$ 1,285,519	\$ 870,872	\$ 1,703,933	\$ 19,500	\$ -	\$ 6,084,824
Cumulative Remaining Capacity		\$ 510,876	\$ 582,900	\$ 319,997	\$ 434,128	\$ (297,863)	\$ (317,363)	\$ (317,363)	\$ (317,363)
Transit Reliability and Mobility Improvements									
Target Funds Available in Category		\$ 1,503,514	\$ 2,643,034	\$ 1,520,976	\$ 1,465,032	\$ 1,445,606			\$ 8,578,163
Muni Metro Station Enhancements - Phase 1	Construction	\$ 1,232,658	\$ 1,232,658						\$ 2,465,316
Third Street Transit and Safety Improvements2	Construction				\$ 383,776				\$ 383,776
Transit Stop Signage Enhancement Program - Phase 1	Design, Construction				\$ 521,949	\$ 521,949			\$ 1,043,898
Transit Stop Signage Enhancement Program - Phase 2 4	Design, Construction				\$ 168,051	\$ 128,051	\$ 624,919	\$ 100,000	\$ 1,021,021
L Taraval Improvement Project (Segment B – Sunset Boulevard to West Portal)	Construction				\$ 1,832,080	\$ 1,832,079			\$ 3,664,159
Cash Flow Subtotal		\$ 1,232,658	\$ 1,232,658	\$ -	\$ 2,905,856	\$ 2,482,079	\$ 624,919	\$ 100,000	\$ 8,578,170
Cumulative Remaining Capacity		\$ 270,856	\$ 1,681,232	\$ 3,202,208	\$ 1,761,385	\$ 724,912	\$ 99,993	\$ (7)	\$ (7)
Total Available Funds		\$ 4,778,633	\$ 8,400,377	\$ 4,834,131	\$ 4,656,325	\$ 4,594,582			\$ 27,264,048
Total Cashflow		\$ 1,732,658	\$ 2,937,658	\$ 2,882,202	\$ 6,670,540	\$ 8,369,943	\$ 4,088,112	\$ 580,000	\$ 27,261,113
Cumulative Remaining Capacity		\$ 3,045,975	\$ 8,508,694	\$ 10,460,623	\$ 8,446,408	\$ 4,671,047	\$ 582,935	\$ 2,935	

Prop AA Vehicle Registration Fee Project Information Form



Project Name:	Mission and Geneva Pavement Renovation Project
Implementing Agency:	SFPW (Joint project with SFMTA Mission/Geneva Safety Project)
Project Location:	Geneva Ave from Mission St to Prague St Mission St from Ney St to Geneva Ave
Supervisory District(s):	8, 9, 11
Project Manager:	Paul Barradas
Phone Number:	415-554-8249
Email:	paul.barradas@sfdpw.org
Brief Project Description for MyStreetSF (50 words max):	Demolition, pavement renovation of 55 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geneva Ave from Mission St to Prague St and Mission St from Ney St to Geneva Ave. The average Pavement Condition Index (PCI) score within the project limits is mid 40's.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>The Street Resurfacing Program is planning to join the SFMTA Mission/Geneva Safety Project improvements along this corridor.</p> <p>Over 57,000 people rely on the local, rapid and express routes to get where they need to go on the 14 Mission corridor. However, slow and unreliable Muni service results from frequent bus stopping, bus bunching, conflicts between buses and parking cars, and difficulty boarding buses. Some transportation challenges also include conflicts between pedestrians and vehicles, and high volume of people walking.</p> <p>The project goals are to improve safety along the project corridor for people walking and bicycling, eliminate pedestrian and vehicle conflicts, support Vision Zero goals, improve reliability and travel time to the 14, 14R/14X, and 49 bus routes, and improve access via MUNI for local residents to get to work, school, appointments, or shopping.</p> <p>The requested Prop AA grant will fund the paving scope of this transit project. Scope includes demolition, pavement renovation of 55 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geneva Ave from Mission St to Prague St and Mission St from Ney St to Geneva Ave.</p> <p>All candidates shown are subject to substitution and schedule changes pending , visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	SFMTA hosted outreach meetings in 2012 to inform the community that this corridor would be included in the TEP Environmental Impact Report and to get feedback. In 2016, SFMTA participated in a walking audit of the Excelsior segment of Mission Street together with WalkSF and local stakeholders. SFMTA also participated at an SFOMMRA meeting to provide a brief update on some goals for transit improvement and to get resident feedback.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Municipal Transportation Agency (SFMTA): Felipe Robles (SFMTA) Jorge Rivas (OEWD)
Type of Environmental Clearance Required:	Categorically Exempt

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase*	% Complete	In-house, Contracted, or Both	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (typically 30% design)	100%				Jul-Sep	2020
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	95%	In-House	Jan-Mar	2018	Oct-Dec	2021
Right-of-way						
Advertise Construction	0%	N/A	Oct-Dec	2021	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Apr-Jun	2022	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Jul-Sep	2025

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.



Prop AA Vehicle Registration Fee Project Information Form

Project Name:	Mission and Geneva Pavement Renovation Project
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PROJECT COST ESTIMATE		Funding Source by Phase			
Phase	Cost	Prop AA	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	N/A			
Environmental Studies (PA&ED)	\$0	N/A			
Design Engineering (PS&E)	\$960,000			\$960,000	Actuals and cost to complete
Right-of-way	\$0	N/A			
Construction	\$9,888,085	\$4,794,258	\$1,093,827	\$4,000,000	95% Cost Estimate
TOTAL PROJECT COST	\$10,848,085	\$4,794,258	\$1,093,827	\$4,960,000	
Percent of Total		44%	10%	46%	

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	21/22	22/23	23/24	24/25	25/26	26/27	Total
Design Engineering (PS&E)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$883,214	\$2,060,829	\$1,850,215	\$0	\$0	\$4,794,258
TOTAL BY FISCAL YEAR	\$0	\$883,214	\$2,060,829	\$1,850,215	\$0	\$0	\$4,794,258

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA	\$2,397,129	\$2,397,129		\$4,794,258
Prop K (anticipated from projects completed under budget)	\$1,093,827			\$1,093,827
Gas Tax		\$4,000,000		\$4,000,000
General Fund			\$960,000	\$960,000
TOTAL	\$3,490,956	\$6,397,129	\$960,000	\$10,848,085

Desired Prop AA Programming Year

Fiscal Year 2021/22

Comments/Concerns