



## Memorandum

### AGENDA ITEM 6

**DATE:** January 26, 2023

**TO:** Transportation Authority Board

**FROM:** Anna LaForte - Deputy Director for Policy and Programming

**SUBJECT:** 2/14/2023 Board Meeting: Allocate \$4,188,294 and Appropriate \$50,000 in Prop K Funds, with Conditions, Allocate \$1,179,000 in Prop AA Funds, and Allocate \$2,000,000 in TNC Tax Funds for Seven Requests

**RECOMMENDATION**     Information     Action

Allocate \$3,664,360 in Prop K funds, with conditions, to San Francisco Municipal Transportation Agency (SFMTA) for:

1. J Church Muni Forward (\$3,184,360)
2. Great Highway Signal Upgrade - Additional Funds (\$480,000)

Allocate \$178,791 in Prop K funds, with conditions, to San Francisco Public Works (SFPW) for:

3. Alemany Interchange Improvement Phase 2 - Additional Funds

Appropriate \$50,000 in Prop K funds, with conditions, for:

4. Decarbonizing Downtown Business Deliveries Study

Allocate \$179,000 in Prop AA funds to SFPW for:

5. Innes Avenue Sidewalk Improvements

Allocate \$1,000,000 in Prop AA funds to SFMTA for:

6. M Ocean View Transit Reliability and Mobility Improvements

Allocate \$345,143 in Prop K funds and \$2,000,000 in TNC Tax funds to SFMTA for:

7. FY23 Vision Zero Quick-Build Program Implementation (Part 1)

### SUMMARY

Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contract/Agreement
- Other: \_\_\_\_\_



## **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 or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic 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.

**FY23 Vision Zero Quick-Build Program Implementation (Part 1).** We are recommending an allocation of \$345,143 in Prop K funds and \$2 million in TNC Tax funds for the SFMTA's Fiscal Year 2022/23 (FY 2022/23) quick-build program. This is the first of two requests for TNC Tax funds that we will recommend for this project. In October 2020, the Board programmed \$7,505,686 in TNC Tax funds to the Vision Zero Quick-Build Program and has since allocated \$5,505,686 to quick-build projects in FY 2020/21 and FY 2021/22. This recommendation would allocate the remaining \$2 million in funds programmed to this project.

TNC Tax revenues have been increasing as the City's economic recovery progresses. Based on TNC Tax revenue collections through November 30, 2022, we now have \$5,731,782 in TNC Tax revenues to program and allocate to Vision Zero capital projects. SFMTA has requested and we are supportive of using \$2,451,857 of this revenue to fully fund the remaining need for the FY23 quick-build program (Part 2 of the current request).

Meanwhile, we are coordinating with SFMTA staff on developing a recommendation for programming at least the remaining TNC TAX revenues that we have received to additional eligible projects such as the Application-Based Residential Traffic Calming Program and new and upgraded traffic signals. This process will be informed by the parallel process to program Prop L sales tax funds. In April 2023, we anticipate bringing a TNC programming action recommendation to the Board along with a concurrent allocation request for an additional \$2,451,857 in TNC Tax funds to fully fund the FY23 Vision Zero Quick-Build Program Implementation.

## **FINANCIAL IMPACT**

The recommended action would allocate \$4,188,294 in Prop K funds and appropriate \$50,000 in Prop K funds with conditions, allocate \$1,179,000 in Prop AA funds, and allocate \$2,000,000 in TNC Tax 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, Prop AA, and TNC Tax Fiscal Year 2022/23 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.



Sufficient funds are included in the Fiscal Year 2022/23 annual budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

## **CAC POSITION**

The CAC considered this request at its January 25, 2023 meeting and unanimously adopted motions of support for the staff recommendation, voting separately on the SFMTA's FY 2022/23 quick-build program. With respect to the quick-build program, Chair Ortiz requested a historic look at project delivery for quick-builds, a look at which projects are underway or in the pipeline to proceed, and how the pace of quick-build delivery positions SFMTA to reach the Vision Zero goal of no traffic fatalities by 2024. We will work with SFMTA to present this information to the CAC and Board when we bring the aforementioned TNC Tax guidelines and programming recommendations to these bodies this spring.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop K, Prop AA, and TNC Allocation Summaries - FY 2022/23
- Attachment 5 - Resolution
- Enclosure - Allocation Request Forms ([7](#))

**Attachment 1: Summary of Requests Received**

Source	EP Line No./Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Current Prop AA Request	Current TNC Tax Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
								Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	1	SFMTA	J Church Muni Forward	\$ 3,184,360			\$ 4,090,000	82%	22%	Design	8, 11
Prop K	33	SFMTA	Great Highway Signal Upgrade - Additional Funds	\$ 480,000			\$ 800,000	41%	40%	Design	4
Prop K	39	SFPW	Aleman Interchange Improvement Phase 2 - Additional Funds	\$ 178,791			\$ 2,758,685	28%	94%	Construction	9
Prop K	43	SFCTA	Decarbonizing Downtown Business Deliveries Study	\$ 50,000			\$ 150,000	54%	67%	Planning	3, 5, 6
Prop AA	Pedestrian	SFPW	Innes Avenue Sidewalk Improvements		\$ 179,000		\$ 179,000	NA	0%	Design	10
Prop AA	Transit	SFMTA	M Ocean View Transit Reliability and Mobility Improvements		\$ 1,000,000		\$ 3,460,000	NA	71%	Design	11
TNC Tax/Prop K	Quick-Builds/40	SFMTA	FY23 Vision Zero Quick-Build Program Implementation (Part 1)	\$ 345,143		\$ 2,000,000	\$ 2,345,143	NA	0%	Design, Construction	Citywide
<b>TOTAL</b>				<b>\$ 4,238,294</b>	<b>\$ 1,179,000</b>	<b>\$ 2,000,000</b>	<b>\$ 13,782,828</b>	<b>30%</b>	<b>44%</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 2022 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); 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, 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	Prop AA Funds Requested	TNC Tax Funds Requested	Project Description
1	SFMTA	J Church Muni Forward	\$ 3,184,360			<p>Funds would be used to design improvements to support transit reliability and faster travel times on the J Church corridor between Duboce Avenue and Balboa Park Station. The project scope includes various enhancements, such as transit stop placement optimization, pedestrian improvements, and other upgrades that seek to enhance safety, service efficiency, and the rider experience. The SFMTA has secured a \$20 million grant from the State Transit and Intercity Rail Capital Program to fund the construction phase of the project. Community outreach is ongoing through Spring 2023. SFMTA expects to complete the design phase by Spring 2025 and have the project open for use by Summer 2027.</p>
33	SFMTA	Great Highway Signal Upgrade - Additional Funds	\$ 480,000			<p>This request is for additional funding needed to complete design for the Great Highway Signal Upgrade project which will replace traffic signal hardware at up to eight intersections along the Great Highway between Lincoln Way and Vicente Street. These signals are prone to corrosion and failure due to their proximity to the ocean and wind, water and sun exposure. The project will replace all existing signal infrastructure including poles, signal heads, controllers and subsurface conduits, and install new accessible (audible) pedestrian-activated signals to improve safety for vision-impaired pedestrians. SFMTA expects to complete the design phase by December 2023. The project would be open for use by June 2025, subject to funding availability for construction.</p> <p>In 2019 the Transportation Authority allocated \$220,000 in Prop K funds for the project's design phase. Since then, the cost has increased from \$320,000 to \$800,000 due to the addition of curb ramp scope. The subject request would fund design of curb ramps in the project area that the SFPW Disability Access Coordinator has determined necessary to meet current accessibility requirements. Initial planning also did not account for the construction of curb ramps resulting from excavation necessary to replace electrical service connections to PG&amp;E infrastructure located on the Lower Great Highway and La Playa Street.</p>

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	TNC Tax Funds Requested	Project Description
39	SFPW	Alemany Interchange Improvement Phase 2 - Additional Funds	\$ 178,791			<p>Funds would be used to implement recommendations from the Alemany Interchange Improvement Study to improve safety and accessibility along Alemany Boulevard where US 101, I-280, San Bruno Avenue, and Bayshore Boulevard intersect. Construction is underway to build a pathway for pedestrians and bicyclists, connecting San Bruno Avenue to the Alemany Farmer's Market. To date all of the civil (roadway and concrete), sewer (piping and catch basins), electrical (conduit) and structural (pole foundations) work has been completed at the Alemany westbound crossing, along with the grading and concrete work associated with the new pathway, less the curb ramps on either end. Remaining work includes the Alemany eastbound and San Bruno crossings, along with all of the traffic signal, lighting, and landscaping scopes project wide. The project is expected be open for use by Spring 2023.</p> <p>This request would cover a portion of the \$237,000 cost increase on the project, which is due to several factors. The project team identified additional costs for improving traffic signals and pedestrian lighting that were not identified in the conceptual and early stages of design. In addition, the project team initially anticipated \$100,000 in savings from the design and environmental phases, however much of that savings was depleted because of an extended design phase due to coordination on required design changes with Caltrans (a portion of the project limits are within Caltrans ROW). Construction soft costs also increased due to delays in Caltrans issuing the encroachment permit and subsequent amendments to delegated maintenance agreement.</p>
43	SFCTA	Decarbonizing Downtown Business Deliveries Study	\$ 50,000			<p>This request will fund the convening of a community led working group of local businesses in downtown Equity Priority Communities to consider zero emission delivery strategies. The study originates with two of the strategies recommended in the City's 2021 Climate Action Plan and the San Francisco Transportation Plan 2050 to reduce emissions from goods movement, and to consider congestion pricing to reduce vehicle miles traveled. This request would provide funding to augment a grant from the Carbon Neutral Cities Alliance awarded to SFCTA in Summer 2022. The study includes ongoing involvement from SFMTA and Department of Environment including development of the implementation plan and working group meetings. Upon completion, expected by Spring 2024, staff will present the final plan to the Board for approval.</p>
Pedestrian	SFPW	Innes Avenue Sidewalk Improvements		\$ 179,000		<p>This request will fund the design of pedestrian safety and accessibility along Innes Avenue, between Arelious Walker and Donahue Street. Improvements include construction of 6 ADA compliant curb ramps, 400 feet of new pedestrian safety rockslide catchment fence, and nearly 450 linear feet of new sidewalk, the majority of which is entirely missing. Design is expected to be complete by Fall 2023, and the project is anticipated to be open for use by Fall 2025.</p>

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

<b>EP Line No./ Category</b>	<b>Project Sponsor</b>	<b>Project Name</b>	<b>Prop K Funds Requested</b>	<b>Prop AA Funds Requested</b>	<b>TNC Tax Funds Requested</b>	<b>Project Description</b>
Transit	SFMTA	M Ocean View Transit Reliability and Mobility Improvements		\$ 1,000,000		Requested funds will be used to design improvements that support transit reliability and faster travel times on the M Ocean View corridor between Junipero Serra/19th Ave and Balboa Park Station. The project scope includes various enhancements throughout the corridor, such as transit stop placement optimization, traffic signals, pedestrian improvements, and other upgrades that seek to enhance safety, service efficiency, and the rider experience. The SFMTA has secured a \$20 million grant from the State Transit and Intercity Rail Capital Program to fund the construction phase of the project. Community outreach is ongoing through Spring 2023. SFMTA anticipates completing the design phase by Spring 2025 and the project would be open for use by Summer 2027.
Quick-Builds/40	SFMTA	FY23 Vision Zero Quick-Build Program Implementation (Part 1)	\$ 345,143		\$ 2,000,000	<p>The Vision Zero Quick-Build Program expedites the delivery of pedestrian safety, bicycle safety, and traffic calming improvements citywide. Quick-Build projects are comprised of reversible or adjustable traffic control, such as roadway and curb paint, signs, traffic signal timing updates, traffic lane reconfigurations, and parking and loading adjustments. Safety improvements include protected bikeways, boarding islands, painted safety zones, curb ramps, loading zones, and more. The Prop K and \$2 million in TNC Tax funds requested for Part 1 would fully fund design and partially fund the construction phase for 8 corridors listed in the allocation request form, to-be-identified spot improvements, program management, program evaluation, and outreach. SFMTA plans to finish design by Spring 2025 and start construction in 2023 at various locations across the city, with all improvements open for use by Fall 2025, subject to funding availability.</p> <p>SFMTA has divided this project into two parts to allow design work to begin quickly while we work with SFMTA on developing a programming recommendation for the TNC tax program now that collections are increasing and we have a small, but growing cash balance of ~\$5.7 million. The \$2 million in TNC Tax funds requested for Part 1 are programmed for the Vision Zero Quick Build Program.</p>
<b>TOTAL</b>			<b>\$4,238,294</b>	<b>\$1,179,000</b>	<b>\$2,000,000</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	TNC Tax Funds Recommended	Recommendations
1	SFMTA	J Church Muni Forward	\$ 3,184,360			<b>5YPP Amendment:</b> Funding this request requires a concurrent amendment to the Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network 5YPP to reprogram \$3,184,360 from Muni Forward Placeholder to the subject project. See enclosed 5YPP amendment for details.
33	SFMTA	Great Highway Signal Upgrade - Additional Funds	\$ 480,000			<b>5YPP Amendment:</b> Funding this request requires a concurrent amendment to the Signals and Signs 5YPP to reprogram \$480,000 from the construction phase of the Great Highway Signal Upgrade project to the design phase. See enclosed 5YPP amendment for details.
39	SFPW	Alemany Interchange Improvement Phase 2 - Additional Funds	\$ 178,791			<b>5YPP Amendment:</b> Funding this request requires a concurrent amendment to the Bicycle Circulation and Safety 5YPP to reprogram \$178,791 from Grove Street/Civic Center Improvements to the subject project. The Grove Street project was supposed to follow the completion of the Civic Center Public Realm Plan from SF Planning, however, that plan has not been completed so these funds are not needed at this time. See enclosed 5YPP amendment for details.
43	SFCTA	Decarbonizing Downtown Business Deliveries Study	\$ 50,000			<b>5YPP Amendment:</b> Funding this request requires a concurrent amendment to the Transportation Demand Management 5YPP to reprogram \$40,000 from deobligated funds and \$10,000 from TSP Evaluation Tool to the subject project. This amendment would reduce TSP Evaluation Tool funds. SFCTA does not plan to request these funds at this time. See enclosed 5YPP amendment for details.
Pedestrian	SFPW	Innes Avenue Sidewalk Improvements		\$ 179,000		



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

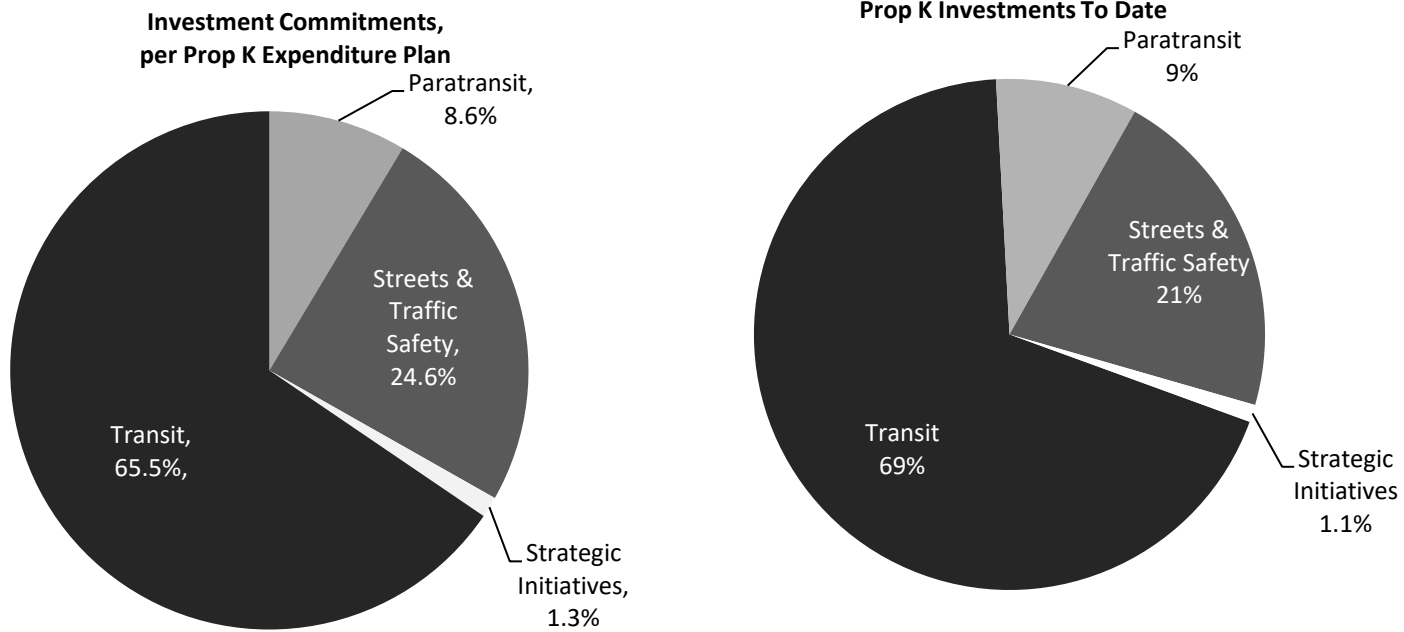
EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	TNC Tax Funds Recommended	Recommendations
Transit	SFMTA	M Ocean View Transit Reliability and Mobility Improvements		\$ 1,000,000		
Quick-Builds/40	SFMTA	FY23 Vision Zero Quick-Build Program Implementation (Part 1)	\$ 345,143		\$2,000,000	<p><b>Note:</b> This is the first of two requests for TNC Tax funds for the SFMTA's FY23 quick-build program. In October 2020, the Board programmed \$7,505,686 in TNC Tax funds to the Vision Zero Quick-Build Program and has since allocated \$5,505,686 to quick-build projects. This recommendation would allocate the remaining \$2 million in funds programmed for Vision Zero Quick-Builds. In April 2023, as part of a larger TNC Tax programming request, we plan to bring a recommendation to the Board to program and allocate an additional \$2,451,857 in TNC Tax funds to fully fund the construction phase for the quick-build scope of work in the enclosed Allocation Request Form.</p>
<b>TOTAL</b>			<b>\$ 4,238,294</b>	<b>\$ 1,179,000</b>	<b>\$ 2,000,000</b>	

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

**Attachment 4.  
Prop K Allocation Summary - FY2022/23**

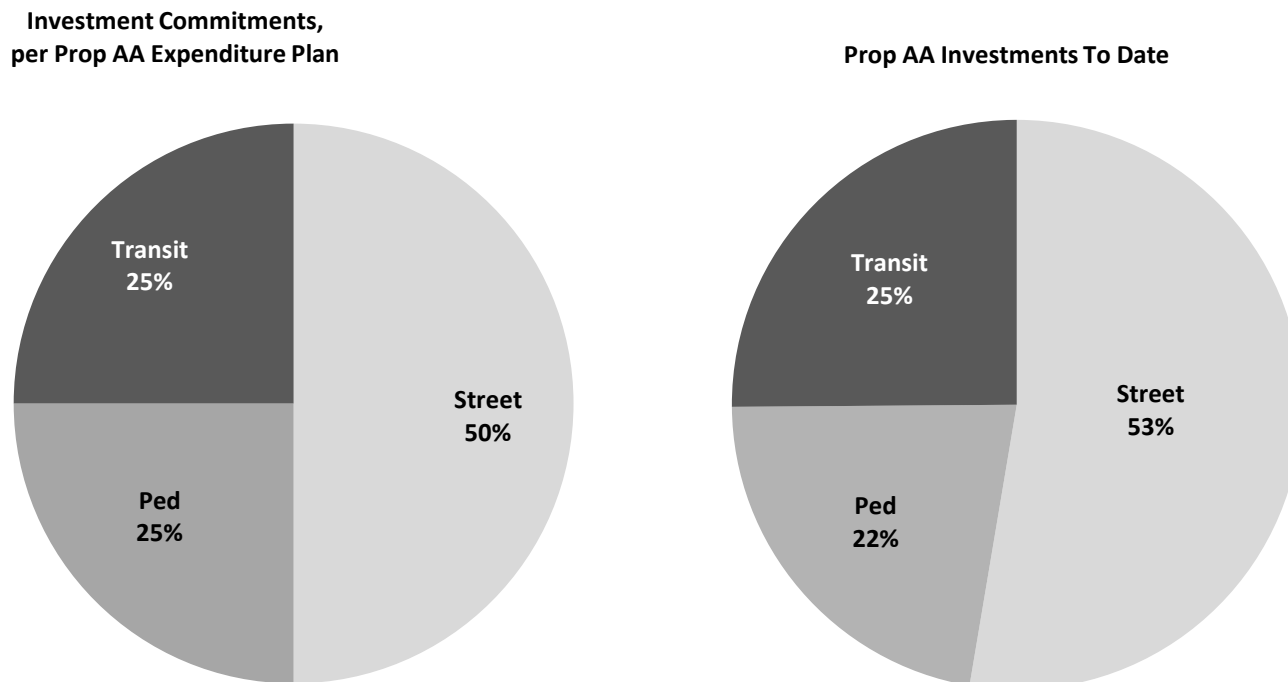
<b>PROP K SALES TAX</b>					
<b>FY2022/23</b>	<b>Total</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>
Prior Allocations	\$ 57,977,476	\$ 17,832,265	\$ 15,678,889	\$ 22,649,601	\$ 1,816,721
Current Request(s)	\$ 4,238,294	\$ 290,791	\$ 2,018,000	\$ 1,929,503	\$ -
New Total Allocations	\$ 62,215,770	\$ 18,123,056	\$ 17,696,889	\$ 24,579,104	\$ 1,816,721

The above table shows maximum annual cash flow for all FY 2022/23 allocations and appropriations approved to date, along with the current recommended allocation(s) and appropriation.



<b>PROP AA VEHICLE REGISTRATION FEE</b>					
<b>FY2022/23</b>	<b>Total</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>
Prior Allocations	\$ 1,324,000	\$ -	\$ 162,000	\$ 662,000	\$ 500,000
Current Request(s)	\$ 1,179,000	\$ 94,750	\$ 484,250	\$ 350,000	\$ 250,000
New Total Allocations	\$ 2,503,000	\$ 94,750	\$ 646,250	\$ 1,012,000	\$ 750,000

The above table shows total cash flow for all FY 2022/23 allocations approved to date, along with the current recommended allocation(s).



**Attachment 4.**  
**Prop K Allocation Summary - FY2022/23**

**TRAFFIC CONGESTION MITIGATION TAX (TNC Tax)**

<b>FY2022/23</b>	<b>Total</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 2,000,000	\$ 300,000	\$ 659,400	\$ 1,040,600	\$ -
New Total Allocations	\$ 2,000,000	\$ 300,000	\$ 659,400	\$ 1,040,600	\$ -

The above table shows total cash flow for all FY 2022/23 allocations approved to date, along with the current recommended allocation(s).



RESOLUTION ALLOCATING \$4,188,294 AND APPROPRIATING \$50,000 IN PROP K SALES TAX FUNDS, WITH CONDITIONS; ALLOCATING \$1,179,000 IN PROP AA VEHICLE REGISTRATION FEE FUNDS; AND ALLOCATING \$2,000,000 IN TRAFFIC CONGESTION MITIGATION TAX FUNDS FOR SEVEN REQUESTS

WHEREAS, The Transportation Authority received seven requests for a total of \$4,188,294 in Prop K local transportation sales tax funds, \$1,179,000 in Prop AA vehicle registration fee funds, and \$2,000,000 in Traffic Congestion Mitigation Tax or TNC Tax funds, as summarized in Attachments 1 and 2; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Bus Rapid Transit/ Transit Preferential Streets/ MUNI Metro Network, Signals and Signs, Bicycle Circulation and Safety, and Transportation Demand Management; and from the Pedestrian Safety and Transit Reliability and Mobility Improvements categories of the Prop AA Expenditure Plan; and from the Quick-Builds category of the TNC Tax Program Guidelines; 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, Three of the seven requests are consistent with the relevant 5YPPs for their respective categories; and

WHEREAS, The SFMTA's request for the J Church Muni Forward requires amendment of the Prop K Bus Rapid Transit/ Transit Preferential Streets/ MUNI Metro Network 5YPP as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, The SFMTA's request for the Great Highway Signal Upgrade - Additional Funds requires amendment of the Prop K Signals and Signs 5YPP as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, The SFPW's request for the Alemany Interchange Improvement Phase 2 - Additional Funds requires amendment of the Prop K Bicycle Circulation and Safety 5YPP as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, The Transportation Authority's request for the Decarbonizing Downtown Business Deliveries Study requires amendment of the Prop K Transportation Demand



Management 5YPP as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, The Transportation Authority previously has approved programming of \$2,000,000 TNC Tax funds for the FY23 Vision Zero Quick-Build Program (Part 1); and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$4,188,294 in Prop K local transportation sales tax funds, \$1,179,000 in Prop AA funds, and \$2,000,000 in TNC Tax funds, with conditions, for seven projects, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K, Prop AA, and TNC Tax 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 2022/23 budget to cover the proposed actions; and

WHEREAS, At its January 25, 2022 meeting, the Community Advisory Committee (CAC) was briefed on the subject request and unanimously adopted motions of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Bus Rapid Transit/ Transit Preferential Streets/ MUNI Metro Network, Signals and Signs, Bicycle Circulation and Safety and Transportation Demand Management 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$4,188,294 and appropriates \$50,000 in Prop K funds, \$1,179,000 in Prop AA funds, and \$2,000,000 in TNC Tax funds, with conditions, for seven 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, TNC Tax Program Guidelines, 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 and Prop AA Strategic Plans 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/Prop AA/TNC Allocation Summaries - FY 2022/23

Enclosure

1. Prop K/Prop AA/TNC Allocation Request Forms (7)