



**San Francisco
County Transportation
Authority**

BD061124

RESOLUTION NO. 24-46

RESOLUTION ALLOCATING \$49,510,637 IN PROP L SALES TAX FUNDS AND \$2,460,572 IN PROP AA VEHICLE REGISTRATION FEE FUNDS, WITH CONDITIONS, FOR ELEVEN REQUESTS

WHEREAS, The Transportation Authority received eleven requests for a total of \$49,510,637 in Prop L transportation sales tax funds and \$2,460,572 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 Prop L: Muni Maintenance; Street Resurfacing, Rehabilitation, and Maintenance; Pedestrian and Bicycle Facilities Maintenance; Traffic Signs and Signals Maintenance; and Safer and Complete Streets and from the Prop AA Expenditure Plan Street Repair and Reconstruction and Pedestrian Safety categories; and

WHEREAS, As required by the voter-approved Prop L and Prop AA Expenditure Plans, the Transportation Authority Board has adopted a 5-Year Prioritization Program (5YPP) for the aforementioned Prop L program and Prop AA category; and

WHEREAS, Eight of the nine Prop L requests are both Prop AA requests are consistent with the relevant 5YPP; and

WHEREAS, The San Francisco Municipal Transportation Agency's request for the Traffic Signal Upgrade Contract 36 - Additional Funds requires amendment of the Prop L Traffic Signs and Signals Maintenance 5YPP to reprogram \$1,758,637 in funds from Traffic Signal Upgrade Contract 35 to Traffic Signal Contract 36 - Additional Funds as summarized in Attachment 3 and detailed in the enclosed allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating \$49,510,437 in Prop L funds and \$2,460,572 in Prop AA funds, with conditions, for eleven requests, as described in Attachment 3 and



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detailed in the enclosed allocation request forms, which include staff recommendations for Prop L 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 proposed Fiscal Year 2024/25 annual budget to cover the proposed actions; and

WHEREAS, At its May 22, 2024, meeting, the Community Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop L Traffic Signs and Signals Maintenance 5YPP as detailed in the enclosed allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$49,510,437 in Prop L funds and \$2,460,572 in Prop AA funds, with conditions for eleven 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 L and Prop AA Expenditure Plans, the Prop L Strategic Plan Baseline, as amended, 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 (FY) annual budgets shall reflect the maximum reimbursement schedule amounts



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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 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 L and Prop AA Allocation Summaries - FY 2024/25

Enclosure

1. Prop L and Prop AA Allocation Request Forms (11)



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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 25th day of June 2024, by the following votes:

Ayes: Commissioners Chan, Dorsey, Engardio, Mandelman, Melgar, Peskin, Preston, Ronen, Stefani, and Walton (10)

Absent: Commissioner Safai (1)

DocuSigned by:

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 7/9/2024
 Rafael Mandelman Date
 Chair

ATTEST: DocuSigned by:

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 7/11/2024
 Tilly Chang Date
 Executive Director

Attachment 1: Summary of Requests Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop L Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop L	6	SFMTA	40' Hybrid Motor Coach Replacement (94 Vehicles)	\$ 32,300,000	\$ -	\$ 145,147,000	90%	78%	Construction	Citywide
Prop L	6	SFMTA	60' and 40' Battery Electric Bus Procurement Replacing Motor Coaches (18 Vehicles)	\$ 10,000,000	\$ -	\$ 41,298,410	90%	76%	Construction	Citywide
Prop L	15	SFPW	Street Repair and Cleaning Equipment	\$ 435,000	\$ -	\$ 435,000	95%	0%	Construction	Citywide
Prop L	15	SFPW	Various Locations Pavement Renovation No. 68	\$ 1,800,000	\$ -	\$ 7,429,549	95%	76%	Construction	1, 5, 7, 10, 11
Prop L	16	SFPW	Public Sidewalk and Curb Repair	\$ 551,000	\$ -	\$ 942,760	78%	42%	Construction	Citywide
Prop L	17	SFMTA	Traffic Signal Upgrade Contract 36 - Additional Funds	\$ 1,758,637	\$ -	\$ 3,260,000	83%	46%	Construction	7, 8, 9
Prop L	18	SFMTA	Central Embarcadero Safety	\$ 200,000	\$ -	\$ 2,545,000	83%	92%	Design	6
Prop L	18	SFMTA	Safe Routes to School Non-Infrastructure	\$ 466,000	\$ -	\$ 4,007,000	83%	88%	Construction	Citywide
Prop L	18	SFMTA	School Traffic Calming Program	\$ 2,000,000	\$ -	\$ 2,000,000	83%	0%	Planning, Construction	Citywide
Prop AA	Streets	SFPW	8th St, Clay St and Leavenworth St Pavement Renovation		\$ 2,360,572	\$ 4,137,840	NA	43%	Construction	3, 5, 6
Prop AA	Ped	SFPW	Japantown Buchanan Mall Improvements		\$ 100,000	\$ 1,500,000	NA	93%	Design	5
TOTAL				\$ 49,510,637	\$ 2,460,572	\$ 212,702,559				

Footnotes

¹ "EP Line No./Category" is either the Prop L Expenditure Plan line number referenced in the 2023 Prop L Strategic Plan Baseline 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).

² Acronym: SFMTA (San Francisco Municipal Transportation Agency), and SFPW (San Francisco Public Works)

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

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop L, 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 L 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 ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Prop AA Funds Requested	Project Description
6	SFMTA	40' Hybrid Motor Coach Replacement (94 Vehicles)	\$ 32,300,000	\$ -	Funds will be used to replace 94 40' hybrid vehicles that were procured in 2013 and have reached the end of their useful lives. The original scope of work was to replace these 94 vehicles with zero emission vehicles but due to impacts from COVID, facility upgrade progress is delayed and the SFMTA will purchase additional hybrid vehicles. SFMTA will be procuring the vehicles through a cooperative agreement through a state contract and expects all of the vehicles will in use by December 2026.
6	SFMTA	60' and 40' Battery Electric Bus Procurement Replacing Motor Coaches (18 Vehicles)	\$ 10,000,000	\$ -	This request will fund the purchase of 6 60' and 12 40' Battery Electric Buses and all required accessories, and deploy the vehicles in revenue service as replacements for 18 40' diesel electric hybrid buses. Replacing vehicles at the end of their useful life will keep the average fleet age down, which increases the reliability of service. Battery Electric Buses also generate zero greenhouse gas emissions because they are powered by a battery in their operating system rather than fuel and don't produce harmful exhaust. SFMTA will be procuring the vehicles through cooperative agreements through state contracts from Gillig and New Flyer and expects to have all of the new buses in service by June 2026.□
15	SFPW	Street Repair and Cleaning Equipment	\$ 435,000	\$ -	Requested funds will be used to purchase an asphalt utility truck that has exceeded its useful life. The equipment will be California Air Resources Board compliant and will meet current emissions standards. SFPW expects that the equipment will be received and in use by December 2024.
15	SFPW	Various Locations Pavement Renovation No. 68	\$ 1,800,000	\$ -	Funds will be used for the paving scope of work which includes demolition, pavement renovation of 38 blocks, construction and retrofit of approximately 140 curb ramps, new sidewalk construction, traffic control, and all related and incidental work within project limits. See the enclosed allocation request form for the list of candidate locations. SFPW expects the project to be open for use by March 2026.
16	SFPW	Public Sidewalk and Curb Repair	\$ 551,000	\$ -	Public Works is responsible for repairing sidewalks around City-maintained trees, adjacent to City properties, and at the angular returns of all intersections. The passage of Proposition E (2016) resulted in annual funding set-aside to maintain all street trees in the public right-of-way and for sidewalk repairs due to City-maintained trees. Any other damaged public sidewalks, curb and gutters, and angular returns, not due to tree damage, will be repaired with Prop L funds and State Transportation Development Act, Article 3 funds. See the enclosed list of backlog locations. SFPW requests Prop L funds to address approximately 200 sidewalk and curb repair requests. SFPW expects to complete the work funded by this request by June 2025.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Prop AA Funds Requested	Project Description
17	SFMTA	Traffic Signal Upgrade Contract 36 - Additional Funds	\$ 1,758,637	\$ -	The Embarcadero is a busy multi-modal boulevard on the San Francisco Vision Zero High Injury-Network. Requested Prop L funds would fund the design phase to extend a two-way, protected (Class IV) waterside bikeway from Folsom Street to Brannan Street (three additional blocks), upgrade existing quick-build bikeway buffer areas between Broadway and Mission, modify traffic signals and shorten pedestrian roadway crossings at four intersections, and add a variable message sign for northbound drivers. SFMTA expects the project to be open for use by December 2026.
18	SFMTA	Central Embarcadero Safety	\$ 200,000	\$ -	The Embarcadero is a busy multi-modal boulevard on the San Francisco Vision Zero High-Injury Network. Requested Prop L funds would fund the design phase to extend a two-way, protected (Class IV) waterside bikeway from Folsom Street to Brannan Street (three additional blocks), upgrade existing quick-build bikeway buffer areas between Broadway and Mission, modify traffic signals and shorten pedestrian roadway crossings at four intersections, and add a variable message sign for northbound drivers. SFMTA expects the project to be open for use by December 2026.
18	SFMTA	Safe Routes to School Non-Infrastructure	\$ 466,000	\$ -	Requested funds are for the San Francisco Safe Routes to School (SRTS) Non-Infrastructure program. This program delivers educational, encouragement, and experiential activities aimed at decreasing commuting in single-family vehicles to San Francisco’s 113 public schools, improving safety of walking and bicycling, reducing city congestion and air pollution, and inspiring the next generations of walkers, bicyclists, and transit users. Prop L funds would provide the required local matching funds to the federal One Bay Area Grant 3 grant for the period of July 1, 2023 through June 30, 2025.
18	SFMTA	School Traffic Calming Program	\$ 2,000,000	\$ -	This request will fund walk audits at up to 10 schools, proactive daylighting at up to 50 intersections around the walk audit schools, and additional traffic calming measures as recommended in the walk audits. SFMTA plans to identify the ten schools that will receive walk audits by January 2025, conduct the walk audits between March and June 2025, and finalize the walk audit reports by December 2025. SFMTA will start implementing proactive daylighting at walk audit school locations starting in January 2025. SFMTA will implement other traffic calming measures on a rolling basis, as walk audits are completed through June 2027. See Walk Audit Guidelines attached to the attached request for details.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Requested	Prop AA Funds Requested	Project Description
Streets	SFPW	8th St, Clay St and Leavenworth St Pavement Renovation	\$ -	\$ 2,360,572	Requested Prop AA funds are for the paving scope of work which includes demolition and pavement renovation of 29 blocks, construction and retrofit of approximately 31 curb ramps, new sidewalk construction, traffic control, and all related and incidental work within project limits. See the enclosed allocation request form for the list of candidate locations. SFPW expects the project to be open for use by September 2026.
Ped	SFPW	Japantown Buchanan Mall Improvements	\$ -	\$ 100,000	This Prop AA request will fund the design phase for improvements to the Japantown Buchanan Mall, a culturally significant public plaza. The scope of the project includes repaving the uneven walkways, planting more trees, landscaping with culturally relevant plants, enhancing the existing historic public art, installing new pedestrian lighting, and other ADA compliant improvements to curb ramps and seating. SFPW expects the project to be open for use by December 2026.
TOTAL			\$49,510,637	\$2,460,572	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Prop AA Funds Recommended	Recommendations
6	SFMTA	40' Hybrid Motor Coach Replacement (94 Vehicles)	\$ 32,300,000	\$ -	<p>Special Conditions: Our recommendation is contingent upon a waiver to the Prop L policy that at the time of a Prop L allocation request, all funding for the subject project phase(s) is committed to the project. SFMTA's funding plan has \$72,770,654 in planned federal transit formula funds that MTC anticipates it will program by December 2024 and MTC staff has indicated that this is a reasonable assumption.</p> <p>The recommendation is contingent upon a commitment by the SFMTA to maintain the new motor coaches in a state of good repair, including a mid-life overhaul program to allow them to meet or exceed expectations for their useful lives per FTA guidelines.</p>
6	SFMTA	60' and 40' Battery Electric Bus Procurement Replacing Motor Coaches (18 Vehicles)	\$ 10,000,000	\$ -	<p>Special Conditions: Our recommendation is contingent upon a waiver to the Prop L policy that at the time of a Prop L allocation request, all funding for the subject project phase(s) are committed to the project. SFMTA's funding plan has \$18,378,528 in planned federal transit formula funds that they anticipate MTC will program by December 2024 and MTC staff has indicated that this is a reasonable assumption. The funding plan also includes TBD funding in the amount of \$497,272. SFMTA will not seek additional Prop L funds to fulfill this TBD amount.</p> <p>The recommendation is contingent upon a commitment by the SFMTA to maintain the new motor coaches in a state of good repair, including a mid-life overhaul program to allow them to meet or exceed expectations for their useful lives per FTA guidelines.</p>
15	SFPW	Street Repair and Cleaning Equipment	\$ 435,000	\$ -	
15	SFPW	Various Locations Pavement Renovation No. 68	\$ 1,800,000	\$ -	

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Prop AA Funds Recommended	Recommendations
16	SFPW	Public Sidewalk and Curb Repair	\$ 551,000	\$ -	
17	SFMTA	Traffic Signal Upgrade Contract 36 - Additional Funds	\$ 1,758,637	\$ -	<p>Special Conditions: The recommended allocation is contingent upon an amendment of the Traffic Signs and Signals Maintenance 5YPP to reprogram \$1,758,637 in funds from Traffic Signal Upgrade Contract 35 to Traffic Signal Upgrade Contract 36 - Additional Funds. See enclosed 5YPP amendment for details.</p> <p>The recommended allocation is also contingent upon an amendment to the Prop K Traffic Signal Upgrade Contract 34 - Additional Funds project to allow SFMTA to use \$301,363 in remaining Prop K funds for the Traffic Signal Upgrade Contract 36 - Additional Funds project. Contract 34 construction was completed under budget; thus, we are recommending applying cost savings toward construction of additional signal upgrades.</p> <p>The Transportation Authority will not reimburse SFPW for the construction phase until Transportation Authority staff releases the funds pending receipt of evidence of completion of design (e.g. copy of certifications page).</p>
18	SFMTA	Central Embarcadero Safety	\$ 200,000	\$ -	
18	SFMTA	Safe Routes to School Non-Infrastructure	\$ 466,000	\$ -	<p>Special Condition: The recommendation includes a waiver to Prop L policy to allow funds to be used for retroactive expenses incurred since July 1, 2023. For administrative efficiencies, this allocation combines two fiscal years of Prop L programming for local match to the federal OBAG grant, for the period of July 1, 2023 - June 30, 2025, into one allocation request.</p>

Attachment 3: Staff Recommendations ¹

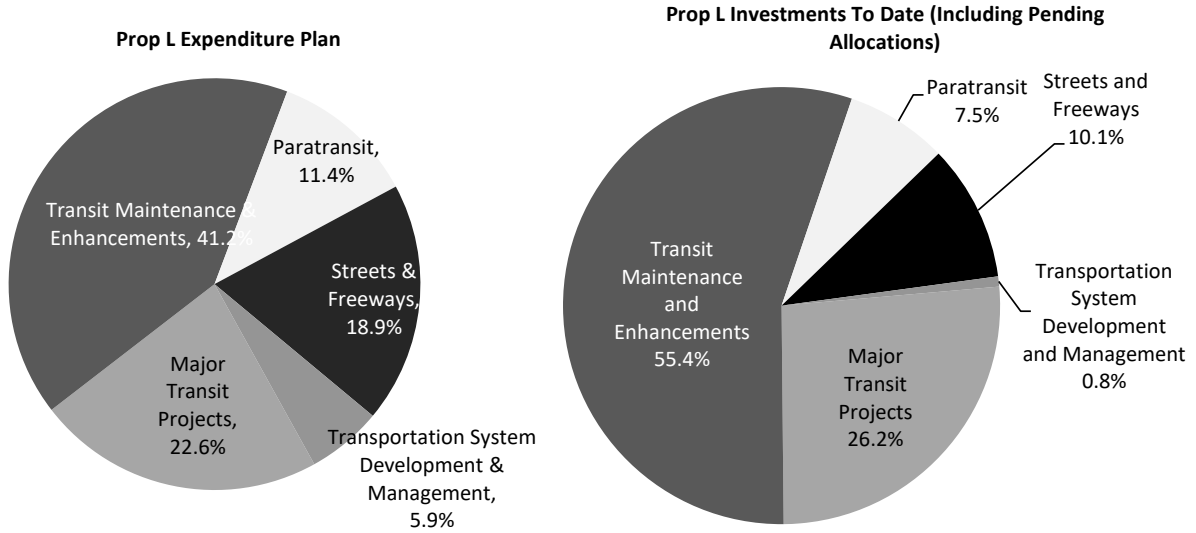
EP Line No./ Category	Project Sponsor	Project Name	Prop L Funds Recommended	Prop AA Funds Recommended	Recommendations
18	SFMTA	School Traffic Calming Program	\$ 2,000,000	\$ -	<p>Special Conditions: The Safer and Complete Streets 5YPP includes the following condition for the requested School Traffic Calming Program funds: Prior to allocation of Prop L funds, SFMTA shall present draft walk audit program guidelines to the Transportation Authority Board before finalizing. The guidelines shall include how the public can request a walk audit, how SFMTA prioritizes among schools to receive walk audits, and what to expect during and after the audit (e.g. types of recommendations, process for finalizing the recommendations, and implementation timeline). The SFMTA is presenting the walk audit guidelines as part of the subject item, which satisfies the condition in the 5YPP.</p> <p>We recommend a multi-phase allocation given that the planning and construction phases will be occurring concurrently.</p>
Streets	SFPW	8th St, Clay St and Leavenworth St Pavement Renovation	\$ -	\$ 2,360,572	<p>Special Condition: The Transportation Authority will not reimburse SFPW for the construction phase until Transportation Authority staff releases the funds pending receipt of evidence of completion of design (e.g. copy of certifications page).</p>
Ped	SFPW	Japantown Buchanan Mall Improvements	\$ -	\$ 100,000	
TOTAL			\$ 49,510,637	\$ 2,460,572	

¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop L Summary - FY2024/25**

PROP L SALES TAX						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ 601,000	\$ 300,000	\$ 301,000	\$ -	\$ -	\$ -
Current Request(s)	\$ 49,510,637	\$ 2,073,000	\$ 27,128,319	\$ 17,509,318	\$ 2,800,000	\$ -
New Total Allocations	\$ 50,111,637	\$ 2,373,000	\$ 27,429,319	\$ 17,509,318	\$ 2,800,000	\$ -

The above table shows maximum annual cash flow for all FY 2024/25 allocations and appropriations approved to date, along with the current recommended allocations.



PROP AA VEHICLE REGISTRATION FEE						
FY 2024/25	Total	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 2,460,572	\$ 1,516,343	\$ 708,172	\$ 236,057	\$ -	\$ -
New Total Allocations	\$ 2,460,572	\$ 1,516,343	\$ 708,172	\$ 236,057	\$ -	\$ -

The above table shows total cash flow for all FY 2024/25 allocations approved to date, along with the current recommended allocations.

