



# Memorandum

**Date:** 02.03.15 **RE:** Plans and Programs Committee  
February 10, 2015

**To:** Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

**From:** Amber Crabbe – Assistant Deputy Director for Policy and Programming *Ac*

**Through:** Tilly Chang – Executive Director *TAC*

**Subject:** **ACTION** – Recommend Reprogramming of \$10,227,540 in OneBayArea Grant Funds from the San Francisco Municipal Transportation Agency’s Masonic Avenue Complete Streets Project to the Light Rail Vehicle Procurement Project, with Conditions

## Summary

In June 2013, the Transportation Authority programmed \$10.2 million in federal funds to the San Francisco Municipal Transportation Agency’s (SFMTA’s) Masonic Avenue Complete Streets (Masonic Avenue) project as part of San Francisco’s competitively awarded OneBayArea Grant (OBAG) program. The Masonic Avenue project will reallocate road space to calm traffic, dedicate space for bicyclists, and provide pedestrian and transit enhancements on Masonic Avenue from Fell Street to Geary Boulevard. Consistent with regional timely use of funds requirements, the SFMTA must obligate the OBAG funds by April 30, 2015. If that deadline is missed, there is a high risk that the funds will not be available to the Masonic project before October 2016 due to the uncertainty in future federal funding levels. The SFMTA will not be able to meet this deadline as the project has been delayed due to its extensive coordination with the San Francisco Public Utilities Commission and unanticipated scope additions which included a dual sewer system, Muni overhead wire relocations, and new signals on medians. The SFMTA has identified Masonic Avenue as a priority safety project, so in order to avoid further delays, it has proposed swapping the Masonic Avenue project’s OBAG funds with local revenue bond funds and reprogramming the OBAG funds to its Light Rail Vehicle (LRV) Procurement, which is eligible to receive OBAG funds. To minimize risk and avoid further delays, we support the proposed swap. Given the Transportation Authority’s commitment to monitor the progress of San Francisco’s originally approved OBAG project list, our recommended action includes a special condition that the SFMTA continue to follow our OBAG reporting requirements for the Masonic Avenue project. **We are seeking a recommendation to reprogram \$10,227,540 in OBAG funds from the SFMTA’s Masonic Avenue project to the LRV Procurement project, with conditions.**

## BACKGROUND

In May 2012, through Resolution 4035, the Metropolitan Transportation Commission (MTC) adopted the OneBayArea Grant Program (OBAG) as its framework for programming federal surface transportation funds. The OBAG program is a competitive grant program intended to promote transportation investments in Priority Development Areas, allow more flexibility and strategic project selection at the county level, and provide funding for complete streets projects that include pedestrian, bicycle and transit improvements with prioritized pavement rehabilitation. As Congestion Management Agency (CMA), the Transportation Authority was responsible for prioritizing OBAG projects for the first cycle (Cycle 1) covering primarily Fiscal Years 2013/14 to 2016/17. After a competitive selection process, in June 2013, through Resolution 13-63, the Transportation Authority Board programmed \$35 million in OBAG funds to seven projects, including \$10.2 million in federal Surface Transportation Program (STP) funds to the San Francisco Municipal Transportation Agency’s (SFMTA’s) Masonic Avenue Complete Streets (Masonic Avenue) project.

The Masonic Avenue project proposes to reallocate road space to calm traffic, dedicate space for bicyclists, and provide pedestrian enhancements, including median refuge islands, bus boarding islands, and sidewalk landscaping, on Masonic Avenue from Fell Street to Geary Boulevard. The original project schedule was to complete environmental review by December 2013, to complete design by December 2014, to advertise the construction contract by January 2015, and to begin construction by April 2015 with substantial completion of all elements by October 2016. The SFMTA has used its revenue bonds for the environmental and design phases of the project and had planned to use OBAG funds for construction.

Consistent with regional timely-use-of-funds requirements for federally funded projects, the SFMTA must obligate, i.e. receive state and federal authorization to start spending the federal funds, for the Masonic Avenue project by April 30, 2015. The SFMTA will not be able to meet this deadline due to unanticipated factors outlined below and has proposed swapping the federal funds with its revenue bond funds currently programmed to the Light Rail Vehicle (LRV) Procurement. This project is eligible to receive OBAG funds and the swap would require reprogramming it in place of the Masonic Avenue project as one of the Transportation Authority's OBAG priorities.

## **DISCUSSION**

The purpose of this memorandum is to seek a recommendation for a fund swap with SFMTA's LRV Procurement that will enable the SFMTA to continue advancing the Masonic Avenue project and avoid potential delays associated with federal fund obligation. Attachment 1 shows the results of the original Cycle 1 OBAG scoring process, with the LRV Procurement project newly added for comparison. Attachment 2 shows the original Board adopted Cycle 1 OBAG programming and the proposed revised programming that would result from the recommended fund swap.

**Masonic Project Status:** In June 2012, the Masonic Avenue project received California Environmental Quality Act clearance, and SFMTA has been seeking the required federal National Environmental Policy Act clearance. The project has been delayed due to the project's extensive coordination with the San Francisco Public Utilities Commission and unanticipated scope additions, including: 1) a dual sewer system, which keeps wastewater mains away from planted medians and signals and thus is preferable to a single sewer system; 2) Muni overhead wire relocations to accommodate a new curb alignment and bus bulbs; and 3) new signals on medians to improve motorists' visibility. The proposed swap is necessary to avoid further delay, which is desirable given the project's importance as a safety priority for SFMTA. If the reprogramming is approved, the project will be ready to start construction in July 2015 and complete construction by December 2016.

**Risk of OBAG Funding Availability:** The Transportation Authority and MTC programmed the Masonic Avenue project's federal funds in Fiscal Year 2014/15 to align with SFMTA's anticipated construction start date of April 2015. Due to MTC's standing timely use of funds policies, if SFMTA cannot obligate the funds within the next three months, it may lose the opportunity to receive its OBAG funding until Fiscal Year 2016/17. In order to avoid further delay, the SFMTA has proposed swapping the Masonic Avenue project's OBAG funds with local revenue bond funds and reprogramming the OBAG funds to its LRV Procurement, which would be able to meet MTC's programming deadlines.

**LRV Procurement Project:** The LRV Procurement project proposes to purchase 151 replacement LRVs and 24 expansion LRVs to help meet projected vehicle needs through 2020. On October 21, 2014, through Resolution 15-12, the Transportation Authority allocated \$131 million in Prop K funds to the project, and the SFMTA subsequently awarded a contract for the purchase. Because it is a transit project that can be delivered immediately, it could obligate the OBAG funds in Fiscal Year 2014/15 via a streamlined

Federal Transit Administration funding transfer. The LRV Procurement project is eligible to receive OBAG funds, and the attachment shows how the project scores in the OBAG prioritization process.

**Next Steps:** MTC staff is willing to support the proposed reprogramming of OBAG funds, but requires the Transportation Authority to formally act to reprogram the OBAG funds from the Masonic Avenue project to the LRV Procurement project. The reprogramming will also require approval of the MTC Commission, which we expect to occur in March 2015.

**Special Condition:** Since we have committed to monitor the progress of San Francisco's originally approved OBAG project list, which was established through a rigorous competitive process, our recommended action includes a special condition that the SFMTA continues to follow our OBAG reporting requirements for the Masonic Avenue project.

## **ALTERNATIVES**

1. Recommend reprogramming \$10,227,540 in OBAG funds from the SFMTA's Masonic Avenue project to the LRV Procurement project, with conditions, as requested.
2. Recommend reprogramming \$10,227,540 in OBAG funds from the SFMTA's Masonic Avenue project to the LRV Procurement project, with conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

## **CAC POSITION**

The Citizens Advisory Committee was briefed on this item at its January 28, 2015 meeting and unanimously adopted a motion of support for the staff recommendation.

## **FINANCIAL IMPACTS**

There are no direct impacts on the Transportation Authority's Fiscal Year 2014/15 budget associated with the recommended action.

## **RECOMMENDATION**

Recommend reprogramming \$10,227,540 in OBAG funds from the SFMTA's Masonic Avenue project to the LRV Procurement project, with conditions.

Attachments (2):

1. OBAG Cycle 1 Scoring Results, Revised 01/21/15
2. Proposed Revised OBAG Cycle 1 Programming

**Attachment 1**  
**OBAG Project List, Revised 1/21/15**  
**Originally adopted on December 11, 2012 (Resolution 13-25)**

No.	Sponsor	Project Title	Project Description	Sup. District	Score	Total Cost	OBAG Amount Requested	Cumulative Remaining OBAG Funding
<b>OBAG Amount Available</b>								<b>\$35,016,000</b>
<b>Upper Tier Projects</b>								
1	Department of Public Works	Longfellow Safe Routes to School*	Design and construct six pedestrian bulb outs and possible other improvements at the intersections of Mission/Whittier, Mission/Whipple, and Mission/Lowell.	11	19	\$794,458	\$686,048	\$34,329,952
2	Department of Public Works	ER Taylor Safe Routes to School*	Design and construct four pedestrian bulb outs at the intersection of Bacon/Goettingen.	9	15	\$536,809	\$463,145	\$33,866,807
3	Department of Public Works	Chinatown Broadway Phase IV Street Design (includes a \$1.6 million Safe Routes to School component)	Design and construct a complete streets project on Broadway from Columbus to the Broadway Tunnel, including: bulb-outs, special paving of intersections, new medians and curb work, street trees, lighting, seating, bus stop improvements, repaving, and bus bulbs. Includes a Safe Routes to School project at Jean Parker Elementary.	3	31	\$7,565,340	\$5,625,026	\$28,241,781
4	San Francisco Municipal Transportation Agency	Masonic Avenue Complete Streets	Construct a complete streets project on Masonic Avenue from Fell to Geary, including: reallocation of space to calm traffic, dedicated bicycle space (raised cycle-track), and pedestrian enhancements like median refuge islands, bus boarding islands, repaving, and sidewalk landscaping.	1,2,5	30	\$20,780,000	\$16,278,000	\$11,963,781
5	Transbay Joint Powers Authority (TJPA)	Transbay Center Bike and Pedestrian Improvements	Construct pedestrian and bicycle projects associated with the Transbay Transit Center, including: pedestrian walkway, sidewalk, path-finding signage, real time passenger information, informational kiosks, tactile treatments for vision impaired, bike rack installation, bike ramp lane to access lower level within the center, bike channel at stairway to access bus deck, pedestrian scale lighting, and integrated art.	6	30	\$11,480,440	\$10,163,634	\$1,800,147
6	Department of Public Works	Second Street Streetscape Improvement	Design and construct a complete streets project on Second Street from Market to Townsend, including pedestrian safety improvements, a buffered cycle-track, landscaping, street furnishings, and repaving.	6	29	\$13,196,026	\$11,682,442	(\$9,882,295)
<b>Middle Tier Projects</b>								
7	San Francisco Municipal Transportation Agency	Mansell Corridor Improvement	Design and construct a complete streets project on Mansell Street between from University to Dublin, including: a road diet from four-lanes to two-lanes (one lane each way), sidewalks, crosswalks, a corner bulb-out at Mansell/Sunnydale, street-level lighting, and Class II and III bicycle facilities.	9,10,11	24	\$6,753,410	\$3,624,850	(\$13,507,145)

**Attachment 1**  
**OBAG Project List, Revised 1/21/15**  
**Originally adopted on December 11, 2012 (Resolution 13-25)**

No.	Sponsor	Project Title	Project Description	Sup. District	Score	Total Cost	OBAG Amount Requested	Cumulative Remaining OBAG Funding
8	San Francisco Municipal Transportation Agency	Balboa Park Station Area and Plaza Improvements: Shelter Canopies	Design and construct one or more components of an integrated package of improvements in the Balboa Park Station area, focusing on the Geneva Avenue shelter canopies near the BART station entrances (the package may also include widening the Geneva Avenue sidewalks, wayfinding and transit arrival signs, pedestrian-scale lighting, curb ramp upgrades, and flashing beacons).	11	23	\$3,316,035	\$1,032,910	(\$14,540,055)
9	Department of Public Works	Palou Repaving Project	Repave Palou Street from Crisp to Keith, Lane to Rankin, and Industrial to Barneveld; supports a Prop B funded streetscape enhancement that includes bus bulbs, lighting, transit amenities, pedestrian improvements, signal prioritization, and upgraded bus shelters. (Prop B cost not included)	10	23	\$3,450,000	\$3,054,285	(\$17,594,340)
10	Bay Area Rapid Transit (BART)	24th Street/Mission BART Northeast Plaza Redesign and Pedestrian Improvements	Design and construct enhancements to the station plaza, including: utility improvements, brick pavers, tiles, granite pavers, landscaping and irrigation, sidewall marble cladding, lighted handrails, and integrated art.	9	23	\$3,145,000	\$2,000,000	(\$19,594,340)
11	San Francisco Municipal Transportation Agency	LRV Procurement Project	Purchase 175 LRVs for replacement of existing fleet (151 vehicles) and expansion (25 vehicles).	citywide	17	\$175,000,000	\$10,227,540	(\$29,821,880)
						<b>\$71,017,518</b>	<b>\$54,610,340</b>	

\* Longfellow and ER Taylor SR2S projects are listed first to account for their position within the OBAG Safe Routes to School Target

**Attachment 2**  
**Proposed Revised OBAG Cycle 1 Programming**

<b>Sponsor</b>	<b>Project Title</b>	<b>Total Cost</b>	<b>OBAG Amount Originally Programmed</b>	<b>OBAG Amount Revised 1/21/15</b>
Department of Public Works	Longfellow Safe Routes to School	\$774,636	\$670,307	\$670,307
Department of Public Works	ER Taylor Safe Routes to School	\$604,573	\$519,631	\$519,631
Department of Public Works	Chinatown Broadway Phase IV Street Design (includes a \$1.6 million Safe Routes to School component)	\$7,102,487	\$5,320,537	\$5,320,537
San Francisco Municipal Transportation Agency	Masonic Avenue Complete Streets	\$18,227,539	\$10,277,540	\$0
Transbay Joint Powers Authority (TJPA)	Transbay Center Bike and Pedestrian Improvements	\$11,480,440	\$6,000,000	\$6,000,000
Department of Public Works	Second Street Streetscape Improvement	\$13,378,174	\$10,515,746	\$10,515,746
San Francisco Municipal Transportation Agency	Mansell Corridor Improvement	\$5,274,741	\$1,762,239	\$1,762,239
San Francisco Municipal Transportation Agency	LRV Procurement Project	\$175,000,000	\$0	\$10,277,540
		<b>\$231,842,590</b>	<b>\$35,066,000</b>	<b>\$35,066,000</b>