



Memorandum

Date: 09.23.15

RE: Citizens Advisory Committee
September 30, 2015

To: Citizens Advisory Committee

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

Subject: **ACTION** – Adopt a Motion of Support for the Adoption of San Francisco’s Project Priorities for the 2016 Regional Transportation Improvement Program

Summary

As Congestion Management Agency (CMA) for San Francisco, every two years the Transportation Authority is responsible for establishing project priorities for San Francisco’s county share funds from the State Transportation Improvement Program (STIP), subject to approval by the Metropolitan Transportation Commission (MTC) through its Regional Transportation Improvement Program (RTIP) process. Due to reduced revenues from fuel taxes, as well as the lack of an adequately funded multi-year federal transportation bill, the fund estimate for the 2016 STIP leaves no new programming capacity for CMAs. Still, CMAs must submit carryover projects and any associated changes from the 2014 STIP to MTC. As shown in Attachment 2, we recommend reprogramming \$1.91 million from the San Francisco Public Works’ (SFPW’s) Broadway Chinatown IV streetscape project to its Lombard US-101 Corridor Improvement project since delays in STIP programming forced SFPW to use local funds to keep the Chinatown project on schedule. We also recommend carrying forward (essentially reconfirming) \$207,000 and \$1.114 million in existing Planning, Programming and Monitoring funds for MTC and the Transportation Authority, respectively.

BACKGROUND

Every two years, the California Transportation Commission (CTC) adopts the State Transportation Improvement Program (STIP), a five-year program of projects for a number of state and federal transportation fund sources. While the overall STIP must be approved by the CTC, priorities for approximately 75% of the programming capacity are set by regional transportation planning agencies such as the Metropolitan Transportation Commission (MTC) for the Bay Area, and the remaining 25% is established by the state. The Regional Transportation Improvement Program (RTIP) is MTC’s submittal to the state, which is merged with other regions’ RTIPs and additional CTC priorities to become the STIP. As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for establishing San Francisco’s project priorities for the RTIP. Attachment 1 shows the Transportation Authority’s Board-adopted list of San Francisco’s RTIP priorities, with a total remaining commitment of about \$147 million for four projects: Central Subway (first priority, \$75.5 million), payback to MTC of an advance for Presidio Parkway (second priority, \$34.0 million) Caltrain Electrification (\$20 million), and Caltrain Downtown Extension to a Rebuilt Transbay Terminal (\$17.9 million).

No New Programming for Locals: The STIP used to be a significant, although highly variable source of state funds for highways, local streets and roads, transit rehabilitation and expansion projects, and pedestrian and bicycle projects. In recent cycles, the biennial STIP programming cycles have experienced a drastic reduction in available funding, due primarily to reduced revenues from fuel taxes, but also to the lack of an adequately funded multi-year federal transportation bill. Given that this year's fund estimate is only \$46 million statewide (vs. \$1.3 billion in 2014 STIP), CTC is making no funds available for CMAAs. In accordance with MTC's 2016 RTIP Policies and Procedures, CMAAs must still submit their carryover programming and any associated changes from the 2014 STIP to MTC.

DISCUSSION

The purpose of this memorandum is to present our recommendation for reprogramming \$1.91 million in the Regional Improvement Program (RIP) funds (the project-specific portion of the STIP funds) from the Broadway IV streetscape project to the Lombard Street US-101 Corridor project and to seek a motion of support for the adoption of San Francisco's project priorities for the 2016 RTIP as shown in Attachment 2.

Need to Reprogram \$1.91 Million from Chinatown Broadway IV Streetscape Project: As part of the Cycle 1 OneBayArea Grant (OBAG) County Program, MTC had assigned \$1.91 million in STIP Transportation Enhancement funds to San Francisco Public Works' (SFPW's) Chinatown Broadway IV streetscape project in Fiscal Year (FY) 2014/15, to be programmed through the 2014 STIP¹. However, due to the lack of funding capacity in earlier years of the 2014 STIP period, CTC delayed the programming year to FY 2016/17. In order to keep the Chinatown Broadway IV streetscape project on schedule, we worked with the San Francisco Municipal Transportation Agency (SFMTA) and MTC to swap the STIP funds with SFMTA's revenue bonds, and committed to reprogram the STIP funds to another San Francisco project as part of the 2016 STIP.

Lombard Street US-101 Corridor Project: Per the fund swap explained above, we are proposing to reprogram \$1.91 million from the Chinatown Broadway IV streetscape project to a project identified by SFMTA and SFPW: the Lombard Street US-101 Corridor project. The proposed project supports the Vision Zero policy by improving safety of the 1.1 miles stretch of a high injury corridor along Lombard Street between Van Ness Avenue and Richardson Avenue. This project is also the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) project for District 2, and has received \$646,586 in Prop K sales tax funds for design and early implementation construction. Proposed improvements include curb extensions (pedestrian and transit bulb-outs), daylighting at intersections, signal timing improvements, advance stop bars and high visibility curb crosswalks. SFMTA and SFPW are coordinating this project with the San Francisco Public Utilities Commission and the California Department of Transportation (Caltrans) and plan to complete the project prior to a Caltrans paving project in 2018. SFPW is the city's project lead.

The current project schedule calls for advertising the construction contract in fall 2016. This means that SFPW currently anticipates needing to allocate the STIP funds in FY 2016/17, the first year of the 2016 STIP cycle. Unfortunately, the CTC is expected to push projects out to the later years of the STIP (FY 2019/20 or FY 2020/21), since the earlier-year funds are already overcommitted. Therefore, we are working with SFPW, MTC, and CTC staff to identify alternatives that will still allow the project to move forward, such as getting CTC approval of an AB3090, which would allow the City to spend local funds on the project and get reimburse later when the STIP funds become available. Another layer of

¹ The State subsequently eliminated Transportation Enhancement funds from the STIP and reclassified the remaining Transportation Enhancements programming as Regional Improvement Program funds.

complication is that SFPW is seeking state only funds from the STIP and the Active Transportation Program to avoid having to get federal environmental clearance which poses a schedule risk even though the project team has been anticipating this possibility. While possible, receiving state only funds is not a sure thing for either source, particularly the STIP since the CTC typically reserves state only funds for smaller projects.

SFPW and SFMTA are committed to delivering the Lombard project prior to the planned Caltrans repaving project. Given all the uncertainties noted above and the tight timeline, we are working closely to support SFPW and SFMTA's efforts to develop an overall strategy for project delivery that includes a variety of contingency plans to mitigate some of the risks such as identifying an alternative fund source if the Active Transportation Program grant doesn't materialize. We are expecting to get more updates on the project in the coming weeks, such as the outcome of its Active Transportation Program funding application (regional awards are scheduled to be announced by MTC in early October) and updated information resulting from interagency coordination and outreach meetings. We will incorporate relevant information and changes, as needed, prior to presenting this item to the Plans and Programs Committee.

Planning, Programming and Monitoring Funds: State statutes allow regional transportation agencies (e.g. MTC) and CMAs to use up to 5% of the county's RTIP share for PPM activities such as project delivery oversight, development of RTIPs and project study reports, and providing assistance to project sponsors with timely use of funds deadlines. Planning, Programming, and Monitoring funds for both MTC and San Francisco, as shown on Attachment 2, are carryover from the 2014 STIP. We are asking the CTC to re-confirm the existing programming, as required.

Next Steps: We will submit to MTC the draft listing of 2016 RTIP priorities by MTC's October 14 deadline. Following approval by the Transportation Authority Board, we will work with SFPW to provide MTC with the required documentation to support the proposed programming by its November 4 deadline. MTC staff will work with CMAs, Caltrans and project sponsors to develop a RTIP submittal and forward it to the CTC by December 15. We will continue to work with MTC and SFPW to advocate for CTC's approval of our 2016 RTIP recommendations as proposed.

ALTERNATIVES

1. Adopt a motion of support for the adoption of San Francisco's project priorities for the 2016 RTIP, as requested.
2. Adopt a motion of support for the adoption of San Francisco's project priorities for the 2016 RTIP, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

Approval of San Francisco's project priorities for the 2016 RTIP would not impact the Transportation Authority's adopted Fiscal Year 2015/16 budget. The proposed reconfirmation of existing Planning, Programming, and Monitoring fund programming in FY 2016/17 and FY 2017/18 would be incorporated into future year budgets.

RECOMMENDATION

Adopt a motion of support for the adoption of San Francisco's project priorities for the 2016 RTIP.

Attachments (2):

1. San Francisco's Remaining RIP Commitments
2. Proposed 2016 RTIP Programming Priorities

Attachment 1

**Remaining Regional Improvement Program (RIP) Commitments
(Resolution 14-25, Approved 10.22.13)**

Remaining RIP Commitments			
Project	RIP Commitment	Allocated or Programmed RIP Funds	Remaining RIP Commitment
Presidio Parkway ¹	\$84,101,000	\$84,101,000	\$0
Central Subway ²	\$92,000,000	\$16,498,000	\$75,502,000
MTC STP/CMAQ Advance for Presidio Parkway ³	\$34,000,000	\$0	\$34,000,000
Caltrain Downtown Extension to a New Transbay Transit Center	\$28,000,000	\$10,153,000	\$17,847,000
Caltrain Electrification	\$24,000,000	\$4,000,000	\$20,000,000
Total	\$262,101,000	\$114,752,000	\$147,349,000

¹The RIP commitment to Presidio Parkway, the highest RIP priority project, has been completed with adoption of the 2012 State Transportation Improvement Program.

²With completion of the RIP commitment to Presidio Parkway, Central Subway is now the highest priority for future RIP funds.

³Acronyms include the Metropolitan Transportation Commission (MTC), Surface Transportation Program (STP), and Congestion Mitigation and Air Quality (CMAQ). Through Resolution 12-44, the Authority accepted MTC's proposed advance of \$34 million in STP/CMAQ funds for Presidio Parkway to be repaid with future county share RIP funds. Repayment of the advance, i.e. by programming \$34 million in RIP funds to a project or projects of MTC's choice, is a third priority after fulfilling Central Subway's remaining RIP commitment.

Attachment 2

San Francisco 2016 Regional Transportation Improvement Program (RTIP) Programming Priorities - Proposed

Agency	Project	Project Totals by Fiscal Year (\$ 1,000's)					Phase	
		Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20		FY 2020/21
San Francisco Public Works	Lombard Street US-101 Corridor Improvement ¹	\$1,910	\$1,910					Construction
Metropolitan Transportation Commission	Planning, programming, and monitoring ²	\$207	\$67	\$69	\$71			n/a
San Francisco County Transportation Authority	Planning, programming, and monitoring ²	\$1,114	\$447	\$667				n/a
RTIP Total		\$3,231	\$2,424	\$736	\$71	\$0	\$0	
RTIP Funds Available		\$3,231						
Surplus/(shortfall)		\$0						

¹ Previously programmed to the San Francisco Public Works' Chinatown Broadway IV project as part of the OneBayArea Grant (OBAG) Cycle 1. The \$1.91 million had been swapped with the San Francisco Municipal Transportation Agency's local revenue bond funds because the OBAG project needed the funds sooner.

² Carryover from the 2014 STIP