



Memorandum

Date: 12.03.14 *RE:* Plans and Programs Committee
December 9, 2014

To: Plans and Programs Committee: Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

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

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Programming of \$4 Million in Prop K Funds to the Quint-Jerrold Connector Road Project via a Fund Swap with an Equivalent Amount of Federal Transit Administration Funds from the Peninsula Corridor Joint Powers Board, and Committing to Allocate the Prop K Funds for Construction of the Connector Road, with Conditions

Summary

The Transportation Authority has been working to deliver a new Quint-Jerrold Connector Road between Oakdale and Jerrold Avenues, in coordination with the Peninsula Corridor Joint Powers Board's (PCJPB's or Caltrain's) Quint Street Bridge Replacement. The bridge project will replace the existing bridge structure with a berm and close the existing Quint Street, necessitating alternate access to facilitate a future Caltrain station at Oakdale Avenue and to respond to community concerns. Caltrain has agreed to commit \$4 million to the connector road, but due to eligibility concerns, Caltrain's Federal Transit Administration (FTA) funds must be swapped with Prop K funds. The San Francisco Municipal Transportation Agency, which is a member of PCJPB, has agreed to facilitate the swap through its Radio Communications Systems and CAD Replacement project (Radio Project). The FTA funds need to be programmed to the Radio Project, and then an equivalent amount of Prop K funds will be de-obligated from the Radio Project and programmed to the connector road. The swap needs the approval of the Metropolitan Transportation Commission, which asked that this action be approved by the Transportation Authority, and by the FTA. The Radio Project will be held harmless by the swap. **We are seeking a recommendation to program \$4 million in Prop K funds to the Quint-Jerrold Connector Road Project via a fund swap with an equivalent amount of FTA funds from PCJPB, and to commit to allocate the Prop K funds for construction of the connector road, with conditions.**

BACKGROUND

The Transportation Authority has been working to deliver a new Quint-Jerrold Connector Road between Oakdale and Jerrold Avenues, in coordination with the Peninsula Corridor Joint Powers Board's (PCJPB's or Caltrain's) Quint Street Bridge Replacement. The bridge project will replace the existing bridge structure with a berm and close the existing Quint Street, necessitating alternate access to facilitate a future Caltrain station at Oakdale Avenue and to respond to community concerns. The Transportation Authority's actions to date regarding the bridge replacement and connector road projects are summarized below:

- March 2012 (Resolution 12-52): appropriated \$74,000 in Prop K funds to vet Caltrain's bridge replacement options and develop a preliminary Quint-Jerrold Connector Road design concept.
- December 2012 (Resolution 13-22): recommended Option 1: Berm Design for the bridge replacement project; allocated \$352,184 in Prop K funds to San Francisco Public Works for conceptual design and environmental review for the connector road; and appropriated \$49,843 in Prop K funds for development of a local business outreach strategy.

- July 2013 (Resolution 14-09): selected Option 1: Berm Design for the preferred option for the bridge replacement project, to be implemented in coordination with the connector road.
- September 2014 (Resolution 15-09): appropriated \$89,000 to refine and implement a workforce development and local contractor participation strategy for the bridge replacement and connector road projects.

Caltrain has agreed to commit \$4 million to the connector road, but due to eligibility concerns, Caltrain's Federal Transit Administration (FTA) funds must be swapped with Prop K funds. The purpose of this memorandum is to seek a recommendation for a fund swap and related programming actions that will enable Caltrain to contribute \$4 million to the Quint-Jerrold Connector Road.

DISCUSSION

The source of Caltrain's contribution to the Quint-Jerrold Connector Road Project is \$4 million in FTA funds that Caltrain was anticipating to use on the bridge replacement project, but were no longer needed when the lower cost berm design was selected as the preferred option. The FTA funds cannot be applied directly to the connector road due to eligibility restrictions. The San Francisco Municipal Transportation Agency (SFMTA), which is a member of PCJPB, has graciously agreed to facilitate the aforementioned swap through its Radio Communications Systems and CAD Replacement project (Radio Project).

In September 2009, through Resolution 10-17, the Transportation Authority allocated \$69.7 million in Prop K funds to SFMTA's Radio Project which will replace its aging transit radio communications system with an up-to-date interoperable digital system. The \$116 million Radio Project is able to accept the \$4 million in FTA funds, freeing up an equivalent amount of Prop K funds that can be programmed to the connector road. The Radio Project would be held harmless by the swap.

The Metropolitan Transportation Commission (MTC), which programs the subject FTA funds, has asked that the Transportation Authority Board take action to codify its support for the aforementioned swap and to commit to allocate \$4 million in Prop K funds to the connector road. In order to ensure that the Radio Project is held harmless, our recommended action is conditioned upon the FTA's approval of programming \$4 million in FTA transit formula funds to the Radio Project, anticipated in February 2015. Shortly thereafter, an equivalent amount of Prop K funds will be de-obligated from the Radio Project and programmed in Fiscal Year 2015/16 to the Quint-Jerrold Connector Road Project. Currently, we anticipate that construction of the Quint-Jerrold Connector Road would begin in summer 2016. We would bring a Prop K allocation request to this committee in Spring 2016, closer to its construction start date.

We are seeking a recommendation to program \$4 million in Prop K funds to the Quint-Jerrold Connector Road Project via a fund swap with an equivalent amount of FTA funds from PCJPB, and to commit to allocate the Prop K funds for construction of the connector road, with conditions.

ALTERNATIVES

1. Recommend programming of \$4 million in Prop K funds to the Quint-Jerrold Connector Road Project via a fund swap with an equivalent amount of FTA funds from PCJPB, and committing to allocate the Prop K funds for construction of the connector road, with conditions.

2. Recommend programming of \$4 million in Prop K funds to the Quint-Jerrold Connector Road Project via a fund swap with an equivalent amount of FTA funds from PCJPB, and committing to allocate the Prop K funds for construction of the connector road, with conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC considered this item at its December 3 meeting, and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This action would authorize the Transportation Authority to de-obligate \$4 million in Prop K funds from the Radio Communications Systems and CAD Replacement Project and to program them in Fiscal Year 2015/16 the Quint-Jerrold Connector Road Project. There would be no impact on the adopted Fiscal Year 2014/15 budget. When the Board allocates the funds for connector road, anticipated next fiscal year, the funds would be reflected in that year and subsequent years' budgets as appropriate.

RECOMMENDATION

Recommend programming of \$4 million in Prop K funds to the Quint-Jerrold Connector Road Project via a fund swap with an equivalent amount of FTA funds from PCJPB, and committing to allocate the Prop K funds for construction of the connector road, with conditions.