

File No. 151181

Committee Item No. 4

Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Budget and Finance

Date December 9, 2015

Board of Supervisors Meeting

Date _____

Cmte Board

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| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Digest |
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| <input type="checkbox"/> | <input type="checkbox"/> | Youth Commission Report |
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Completed by: Victor Young Date December 4, 2015
 Completed by: Victor Young Date _____

1 [Apply for, Accept and Expend Grant - Metropolitan Transportation Commission - State
2 Transportation Improvement Program - \$1,910,000]

3 **Resolution authorizing the filing of an application for funding assigned to the**
4 **Metropolitan Transportation Commission (MTC); stating assurance to complete the**
5 **projects; and authorizing the Department of Public Works to accept and expend**
6 **\$1,910,000 in State Transportation Improvement Program grant funds awarded through**
7 **MTC.**

8
9 WHEREAS, The State Transportation Improvement Program (herein referred to as
10 "program") is a five-year program of projects for state and federal transportation fund sources;
11 and

12 WHEREAS, The program includes federal funding administered by the Federal
13 Highway Administration (FHWA) and federal or state funding administered by the California
14 Transportation Commission (CTC) such as Surface Transportation Program (STP) funding,
15 Congestion Mitigation and Air Quality Improvement (CMAQ) funding, Transportation
16 Alternatives (TA)/Active Transportation Program (ATP) funding, and Regional Transportation
17 Improvement Program (RTIP) funding; and

18 WHEREAS, The Moving Ahead for Progress in the 21st Century Act (Public Law 112-
19 141, July 6, 2012) and any extensions or successor legislation for continued funding
20 (collectively, MAP-21) authorize various federal funding programs including, but not limited to
21 the Surface Transportation Program (STP) (23 U.S.C., Section 133), the Congestion
22 Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C., Section 149) and the
23 Transportation Alternatives Program (TA) (23 U.S.C., Section 213); and

1 WHEREAS, Every two years the California Transportation Commission (CTC) adopts
2 the PROGRAM based on priorities set by regional transportation planning agencies (RTPAs);
3 and

4 WHEREAS, The Metropolitan Transportation Commission (MTC) is the RTPA for the
5 Bay Area region; and

6 WHEREAS, MTC is responsible for programming \$3,231,000 in state and federal funds
7 (herein referred to as "regional discretionary funding") through the Regional Competitive
8 program; and

9 WHEREAS, The San Francisco County Transportation Authority (SFCTA) is
10 responsible for establishing San Francisco project priorities for programming in the Regional
11 Transportation Improvement Program (RTIP), subject to approval by MTC; and

12 WHEREAS, On October 27, 2015 the SFCTA Board approved San Francisco Public
13 Works (herein referred to as DPW) and San Francisco Municipal Transportation Agency
14 (SFMTA)'s reprogramming of \$1,910,000 in regional discretionary funding to the Lombard
15 Street Vision Zero Project (herein referred to as "project"); and

16 WHEREAS, On November 4, 2015 the SFCTA and DPW submitted the project
17 application to MTC for regional discretionary funding under the 2016 program; and

18 WHEREAS, State statutes, including California Streets and Highways Code,
19 Sections 182.6, 182.7, and 2381(a)(1), and California Government Code, Section 14527,
20 provide various funding programs for the programming discretion of the Metropolitan Planning
21 Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

22 WHEREAS, Pursuant to MAP-21 and any regulations promulgated thereunder, eligible
23 project sponsors wishing to receive federal or state funds for a regionally-significant project
24 shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review
25 and inclusion in the federal Transportation Improvement Program (TIP); and

1 WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay
2 region; and

3 WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC
4 Resolution No. 3606, revised) that sets out procedures governing the application and use of
5 regional discretionary funding; and

6 WHEREAS, DPW is an eligible sponsor for regional discretionary funding; and

7 WHEREAS, As part of the application for regional discretionary funding, MTC requires
8 a resolution adopted by the responsible implementing agency stating the following:

- 9 1. The commitment of any required matching funds;
- 10 2. That the sponsor understands that the regional discretionary funding is fixed at the
11 programmed amount, and therefore any cost increase cannot be expected to be
12 funded with additional regional discretionary funding;
- 13 3. That the project will comply with the procedures, delivery milestones and funding
14 deadlines specified in the Regional Project Funding Delivery Policy (MTC
15 Resolution No. 3606, revised);
- 16 4. The assurance of the sponsor to complete the project as described in the
17 application, subject to environmental clearance, and if approved, as included in
18 MTC's federal Transportation Improvement Program (TIP);
- 19 5. That the project will have adequate staffing resources to deliver and complete the
20 project within the schedule submitted with the project application; and
- 21 6. That the project will comply with all project-specific requirements as set forth in the
22 program;

- 1 7. That DPW has assigned, and will maintain a single point of contact for all FHWA
2 and CTC-funded transportation projects to coordinate within the agency and with
3 the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA,
4 and CTC on all communications, inquires or issues that may arise during the federal
5 programming and delivery process for all FHWA- and CTC-funded transportation
6 and transit projects implemented by DPW;
- 7 8. In the case of an RTIP project, state law requires project be included in a local
8 congestion management plan, or be consistent with the capital improvement
9 program adopted pursuant to MTC's funding agreement with the countywide
10 transportation agency; and

11 WHEREAS, That DPW is authorized to submit an application for regional discretionary
12 funding for the project; and

13 WHEREAS, There is no legal impediment to DPW making applications for the funds;
14 and

15 WHEREAS, There is no pending or threatened litigation that might in any way
16 adversely affect the proposed project, or that might impair the ability of DPW to implement the
17 project; and

18 WHEREAS, The Director of DPW or his or her designee is authorized to execute and
19 file an application with MTC for regional discretionary funding for the project as referenced in
20 this resolution; and

21 WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in
22 conjunction with the filing of the application; and

23 WHEREAS, The grants do not require an ASO amendment; and

24

25

1 WHEREAS, The grant budgets include indirect costs in the amount of \$97,645; now,
2 therefore, be it

3 RESOLVED, That DPW is authorized to execute and file an application for funding for
4 the project for regional discretionary funding under MAP-21 or continued funding; and, be it

5 FURTHER RESOLVED, That DPW by adopting this resolution does hereby state that:

- 6 1. DPW will commit any required matching funds;
- 7 2. DPW understands that the regional discretionary funding for the projects is fixed
8 at the MTC-approved programmed amount, and that any cost increases must be
9 funded by DPW from other funds, and that DPW does not expect any cost
10 increases to be funded with additional regional discretionary funding;
- 11 3. DPW understands the funding deadlines associated with these funds and will
12 comply with the provisions and requirements of the Regional Project Funding
13 Delivery Policy (MTC Resolution No. 3606, revised) and DPW has, and will
14 retain the expertise, knowledge and resources necessary to deliver federally-
15 funded transportation projects, and has assigned, and will maintain a single
16 point of contact for all FHWA- and CTC-funded transportation projects to
17 coordinate within the agency and with the respective Congestion Management
18 Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications,
19 inquires or issues that may arise during the federal programming and delivery
20 process for all FHWA- and CTC-funded transportation projects implemented by
21 DPW;
- 22 4. PROJECT will be implemented as described in the complete applications and in
23 this resolution, subject to environmental clearance, and, if approved, for the
24 amount approved by MTC and programmed in the federal TIP;

1 5. DPW has reviewed the project and has adequate staffing resources to deliver
2 and complete the project within the schedule submitted with the project
3 application;

4 6. That the project will comply with the requirements as set forth in MTC
5 programming guidelines and project selection procedures for the program;

6 7. In the case of an RTIP project, state law requires project is included in a local
7 congestion management plan, or is consistent with the capital improvement
8 program adopted pursuant to MTC's funding agreement with the countywide
9 transportation agency; and, be it

10 FURTHER RESOLVED, That DPW is an eligible sponsor of regional discretionary
11 funding funded projects; and, be it

12 FURTHER RESOLVED, That DPW is authorized to submit an application for regional
13 discretionary funding for the project; and, be it

14 FURTHER RESOLVED, That there is no legal impediment to DPW making applications
15 for the funds; and, be it

16 FURTHER RESOLVED, That there is no pending or threatened litigation that might in
17 any way adversely affect the proposed project, or the ability of DPW to deliver such project;
18 and, be it

19 FURTHER RESOLVED, That the Director of DPW or his or her designee is authorized
20 to execute and file an application with MTC for regional discretionary funding for the project as
21 referenced in this resolution; and, be it

22
23 // // //

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1 FURTHER RESOLVED, That a copy of this resolution will be transmitted to the MTC in
2 conjunction with the filing of the application; and, be it

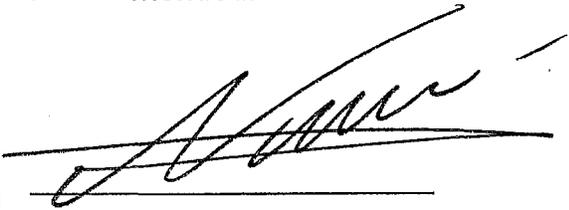
3 FURTHER RESOLVED, That MTC is requested to support the application for the
4 PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's
5 federal TIP upon submittal by the project sponsor for TIP programming; and, be it

6 FURTHER RESOLVED, That DPW is authorized to accept and expend \$1,910,000
7 awarded by MTC through the State Transportation Improvement Program (STIP); and, be it

8 FURTHER RESOLVED, That the Director of DPW or his or her designee is authorized
9 to execute all documents pertaining to the project with Caltrans.

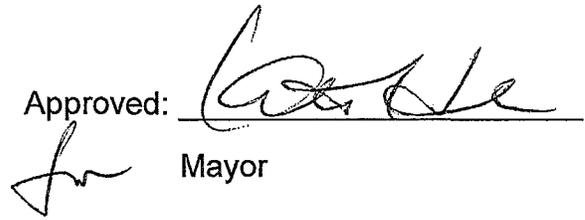
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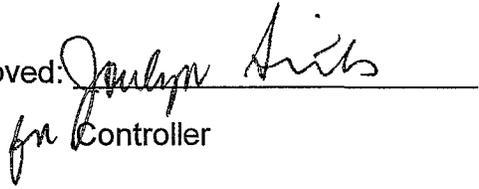
Mohammed Nuru
Director of Public Works

Approved:



for Mayor

Approved:



for Controller

File Number: _____
(Provided by Clerk of Board of Supervisors)

Grant Ordinance Information Form
(Effective May 2011)

Purpose: Accompanies proposed Board of Supervisors ordinances authorizing a Department to accept and expend grant funds.

The following describes the grant referred to in the accompanying ordinance:

1. Grant Title: State Transportation Improvement Program
2. Department: Public Works
3. Contact Person: Rachel Alonso Telephone: 415.558.4034
4. Grant Approval Status (check one):
 Approved by funding agency Not yet approved
5. Amount of Grant Funding Approved or Applied for: \$1,910,000.00
Grant Codes:

Grant Code	Project
PWSC03 1732FD	Lombard Street Vision Zero Project

- 6a. Matching Funds Required: 0%
b. Source(s) of matching funds (if applicable):
- 7a. Grant Source Agency: California Transportation Commission
b. Grant Pass-Through Agency (if applicable): N/A
8. Proposed Grant Project Summary: To construct curb extensions and other pedestrian safety and transit features on Lombard/US-101 between Broderick Street and Franklin Street.
9. Grant Project Schedule, as allowed in approval documents, or as proposed:
Start-Date: 7/1/2016 End-Date: 12/31/2020
10. Number of new positions created and funded: 0
11. Explain the disposition of employees once the grant ends? N/A
- 12a. Amount budgeted for contractual services: \$1,660,870
b. Will contractual services be put out to bid? YES

c. If so, will contract services help to further the goals of the Department's Local Business Enterprise (LBE) requirements? No, because of restrictions on use of these Federal grant funds.

d. Is this likely to be a one-time or ongoing request for contracting out? One-time

13a. Does the budget include indirect costs? Yes No

b1. If yes, how much? \$97,645

b2. How was the amount calculated? Using DPW's overhead rate

c. If no, why are indirect costs not included?

Not allowed by granting agency

To maximize use of grant funds on direct services

Other (please explain):

c2. If no indirect costs are included, what would have been the indirect costs?

14. Any other significant grant requirements or comments: A resolution of local support for the project applications has been requested by December 2015.

****Disability Access Checklist****

15. This Grant is intended for activities at (check all that apply):

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Existing Site(s) | <input type="checkbox"/> Existing Structure(s) | <input type="checkbox"/> Existing Program(s) or Service(s) |
| <input type="checkbox"/> Rehabilitated Site(s) | <input type="checkbox"/> Rehabilitated Structure(s) | <input type="checkbox"/> New Program(s) or Service(s) |
| <input type="checkbox"/> New Site(s) | <input type="checkbox"/> New Structure(s) | |

16. The Departmental ADA Coordinator or the Mayor's Office on Disability have reviewed the proposal and concluded that the project as proposed will be in compliance with the Americans with Disabilities Act and all other Federal, State and local access laws and regulations and will allow the full inclusion of persons with disabilities, or will require unreasonable hardship exceptions, as described in the comments section:

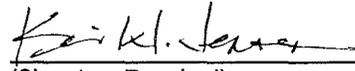
Comments:

Departmental ADA Coordinator or Mayor's Office of Disability Reviewer:

Kevin Jensen
(Name)

Disability Access Coordinator
(Title)

Date Reviewed: 5 NOVEMBER 2015

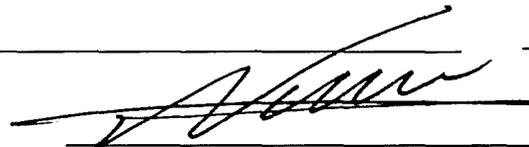

(Signature Required)

Overall Department Head or Designee Approval:

Mohammed Nuru
(Name)

Director, Department of Public Works
(Title)

Date Reviewed: 11/5/15


(Signature Required)



RESOLUTION ADOPTING SAN FRANCISCO'S PROJECT PRIORITIES FOR THE 2016
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, As Congestion Management Agency (CMA) for San Francisco, every two years the San Francisco County Transportation Authority (Transportation Authority) is responsible for establishing San Francisco project priorities for programming in the Regional Transportation Improvement Program (RTIP), subject to approval by the Metropolitan Transportation Commission (MTC); and

WHEREAS, MTC will submit the Bay Area's RTIP to the California Transportation Commission (CTC), which will combine it with other regions' RTIPs and California Department of Transportation (Caltrans) programs statewide and approve them as the State Transportation Improvement Program (STIP); and

WHEREAS, Due to reduced revenues from fuel taxes, as well as the lack of an adequately funded multi-year federal transportation bill, CTC's 2016 STIP Fund Estimate for the five-year period between Fiscal Years (FY) 2016/17 and 2020/21 contains no new Regional Improvement Program (RIP) funds for CMAs; and

WHEREAS, 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' (SFPWs') Chinatown Broadway IV streetscape project in FY 2014/15, to be programmed through the 2014 STIP; and

WHEREAS, Due to the lack of funding capacity in earlier years of the 2014 STIP period, CTC delayed the programming year to FY 2016/17; and

WHEREAS, In order to keep the Chinatown Broadway IV streetscape project on schedule, Transportation Authority staff 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; and

WHEREAS, SFMTA and SFPW have proposed to reprogram the \$1.91 million from the Chinatown Broadway IV streetscape project to the Lombard Street US-101 Corridor project in FY 2016/17, with SFPW as the project lead; and

WHEREAS, 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; and

WHEREAS, SFMTA and SFPW are coordinating this project with the San Francisco Public Utilities Commission and Caltrans and are committed to completing the project prior to a Caltrans paving project in 2018; and

WHEREAS, State statutes allow regional transportation agencies (e.g. MTC) and CMAs to use up to 5% of the county's RTIP share for planning, programming and monitoring (PPM) activities such as project delivery oversight, development of RTIPs and project study reports, and assistance with timely use of funds deadlines; and

WHEREAS, \$207,000 in PPM funds for MTC and \$1.114 million in PPM funds for San Francisco have been carried over from the 2014 STIP; and

WHEREAS, As shown on Attachment 2, Transportation Authority staff recommends programming \$1.91 million in RIP funds to the Lombard Street US-101 Corridor Improvement in FY 2016/17, as requested by SFPW; and reconfirming \$207,000 in PPM funds for MTC and \$1.114 million for the Transportation Authority, as carried over from the 2014 STIP; and

WHEREAS, Since the new RIP funds are generally available in the last two years of the STIP period, i.e. FYs 2019/20 and 2020/21, SFPWs' request is effectively an advancement of funds; and



WHEREAS, The actual amount and year of programming of San Francisco's 2016 RTIP priorities are subject to MTC approval, CTC approval, and state budget appropriation by the California State Legislature; and

WHEREAS, If the funds proposed for the Lombard Street US-101 Corridor Improvement project are not programmed in FY 2016/17, Transportation Authority staff will work with SFPW and SFMTA to seek CTC approval of an AB3090 to allow the project to advance with local funds and subsequently be paid back when the STIP funds become available; and

WHEREAS, San Francisco's final 2016 RTIP project priorities are due to the MTC by November 4, 2015, including all associated supporting documentation required by the MTC's RTIP guidelines; and

WHEREAS, At its September 30, 2015 meeting, the Citizens Advisory Committee considered San Francisco's proposed 2016 RTIP priorities and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, At its October 20, 2015 meeting, the Plans and Programs Committee reviewed San Francisco's proposed 2016 RTIP priorities and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves San Francisco's project priorities for the 2016 RTIP as presented in Attachment 2; and be it further

RESOLVED, That the Executive Director is directed to submit San Francisco's 2016 RTIP project priorities and any associated documentation to the MTC by the established deadlines; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is amended as appropriate.



Attachment :

1. Proposed 2016 RTIP Programming Priorities

Attachment 1

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

		Project Totals by Fiscal Year (\$ 1,000's)						
Agency	Project	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	Phase
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



Memorandum

Date: 10.13.15 **RE:** Plans and Programs Committee
October 20, 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 Adopting 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 funding¹ 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 CMAs. In accordance with MTC's 2016 RTIP Policies and Procedures, CMAs 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 recommend 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. 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 estimated total cost of the project is \$7.7 million. The Transportation Authority Board has already allocated \$646,586 in Prop K sales tax funds for design and early implementation construction. SFPW submitted an application for \$3.8 million in Active Transportation Program (ATP) funds to the state and MTC. The state application was unsuccessful, but yesterday MTC's Programming and Allocations Committee recommended \$1.9 million (due to a very competitive call for projects) while placing the Lombard project first in line on the wait list to receive any freed-up funds should other projects drop

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

out or have cost savings. With the addition of the ATP funds and the proposed RTIP funds, the project will have a \$2 million funding gap. SFPW and SFMTA are currently considering other local funds, such as SFMTA's Prop A bond or the Transportation Authority's Prop AA vehicle registration fee funds, for which we plan to release a competitive call for projects later this month to reprogram over \$1.1 million in de-obligated funds.

The project is in the design phase, and needs to obtain both state and federal environmental clearance. 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.

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.

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. Recommend adopting San Francisco's project priorities for the 2016 RTIP, as requested.
2. Recommend adopting San Francisco's project priorities for the 2016 RTIP, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC considered this item at its September 30 meeting and unanimously adopted a motion of support for the staff recommendation.

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

Recommend adopting 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

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

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

³ Acronyms 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.

Alonso, Rachel (DPW)

From: Seon Joo Kim <seonjoo.kim@sfcta.org>
Sent: Wednesday, November 04, 2015 1:13 PM
To: Kenneth Kao
Cc: Alonso, Rachel (DPW); Amber Crabbe
Subject: Re: 2016 STIP: Update
Attachments: 2016 STIP SF PPR - PPM.xls; 2016 STIP SF PPR - Lombard.xlsm; Resolution of Local Support - Lombard (2015.11.04).pdf

Hi Kenny, please see below and attached for SF's 2016 STIP application.

- SFCTA Board resolution adopting SF 2016 RTIP priorities - [linked here](#); to be signed today
- SFCTA's PPM PPR - attached
- SF DPW's Lombard
 - PPR - attached*
 - TIP - submitted on 11/4*
 - Resolution of Local Support - draft attached, to be approved at 12/1 BOS meeting (might be pushed to 12/15 meeting given the holiday schedule)
 - PSR equivalent - please refer to ATP application
 - Complete Streets checklist - submitted on 10/13

* Please see our notes and questions below:

- PSR approval: Does DPW have any restriction on other tasks until the full PSR is approved, e.g. on starting PS&E or finalizing NEPA? As you know, a full PSR is required for this project and will likely not be approved until July 2016.
- PS&E start/ENV end dates: Since DPW is starting design with local funds, the PS&E start date is shown to be earlier than ENV end date. Will this be an issue?
- ATP contingency: For now we have entered this as ATP Regional - Contingency in PPR and Other Federal in the TIP in case the contingency funds get freed up soon. Please advise/correct if needed.
- Other Local in the TIP refers to the SFPUC contribution. Would an email from SFPUC committing to fully fund the water/sewer portion be sufficient as a back-up?
- Please note the total in PPR and TIP differ just a tiny bit due to rounding. Please advise/correct if needed.

We greatly appreciate your ongoing guidance and support for this project. Please let us know if you need any other info.

Thanks,

Seon Joo (& Rachel)



RESOLUTION ADOPTING SAN FRANCISCO'S PROJECT PRIORITIES FOR THE 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, As Congestion Management Agency (CMA) for San Francisco, every two years the San Francisco County Transportation Authority (Transportation Authority) is responsible for establishing San Francisco project priorities for programming in the Regional Transportation Improvement Program (RTIP), subject to approval by the Metropolitan Transportation Commission (MTC); and

WHEREAS, MTC will submit the Bay Area's RTIP to the California Transportation Commission (CTC), which will combine it with other regions' RTIPs and California Department of Transportation (Caltrans) programs statewide and approve them as the State Transportation Improvement Program (STIP); and

WHEREAS, Due to reduced revenues from fuel taxes, as well as the lack of an adequately funded multi-year federal transportation bill, CTC's 2016 STIP Fund Estimate for the five-year period between Fiscal Years (FY) 2016/17 and 2020/21 contains no new Regional Improvement Program (RIP) funds for CMAs; and

WHEREAS, 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' (SFPWs') Chinatown Broadway IV streetscape project in FY 2014/15, to be programmed through the 2014 STIP; and

WHEREAS, Due to the lack of funding capacity in earlier years of the 2014 STIP period, CTC delayed the programming year to FY 2016/17; and

WHEREAS, In order to keep the Chinatown Broadway IV streetscape project on schedule, Transportation Authority staff 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; and

WHEREAS, SFMTA and SFPW have proposed to reprogram the \$1.91 million from the Chinatown Broadway IV streetscape project to the Lombard Street US-101 Corridor project in FY 2016/17, with SFPW as the project lead; and

WHEREAS, 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; and

WHEREAS, SFMTA and SFPW are coordinating this project with the San Francisco Public Utilities Commission and Caltrans and are committed to completing the project prior to a Caltrans paving project in 2018; and

WHEREAS, State statutes allow regional transportation agencies (e.g. MTC) and CMAs to use up to 5% of the county's RTIP share for planning, programming and monitoring (PPM) activities such as project delivery oversight, development of RTIPs and project study reports, and assistance with timely use of funds deadlines; and

WHEREAS, \$207,000 in PPM funds for MTC and \$1.114 million in PPM funds for San Francisco have been carried over from the 2014 STIP; and

WHEREAS, As shown on Attachment 2, Transportation Authority staff recommends programming \$1.91 million in RIP funds to the Lombard Street US-101 Corridor Improvement in FY 2016/17, as requested by SFPW; and reconfirming \$207,000 in PPM funds for MTC and \$1.114 million for the Transportation Authority, as carried over from the 2014 STIP; and

WHEREAS, Since the new RIP funds are generally available in the last two years of the STIP period, i.e. FYs 2019/20 and 2020/21, SFPWs' request is effectively an advancement of funds; and



WHEREAS, The actual amount and year of programming of San Francisco's 2016 RTIP priorities are subject to MTC approval, CTC approval, and state budget appropriation by the California State Legislature; and

WHEREAS, If the funds proposed for the Lombard Street US-101 Corridor Improvement project are not programmed in FY 2016/17, Transportation Authority staff will work with SFPW and SFMTA to seek CTC approval of an AB3090 to allow the project to advance with local funds and subsequently be paid back when the STIP funds become available; and

WHEREAS, San Francisco's final 2016 RTIP project priorities are due to the MTC by November 4, 2015, including all associated supporting documentation required by the MTC's RTIP guidelines; and

WHEREAS, At its September 30, 2015 meeting, the Citizens Advisory Committee considered San Francisco's proposed 2016 RTIP priorities and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, At its October 20, 2015 meeting, the Plans and Programs Committee reviewed San Francisco's proposed 2016 RTIP priorities and unanimously recommended approval of the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves San Francisco's project priorities for the 2016 RTIP as presented in Attachment 2; and be it further

RESOLVED, That the Executive Director is directed to submit San Francisco's 2016 RTIP project priorities and any associated documentation to the MTC by the established deadlines; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is amended as appropriate.



Attachment :

1. Proposed 2016 RTIP Programming Priorities

Attachment 1

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

		Project Totals by Fiscal Year (\$ 1,000's)						
Agency	Project	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	Phase
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



Memorandum

Date: 10.13.15 **RE:** Plans and Programs Committee
October 20, 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 *TC*

Subject: **ACTION** – Recommend Adopting 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 funding¹ 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 CMAs. In accordance with MTC's 2016 RTIP Policies and Procedures, CMAs 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 recommend 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. 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 estimated total cost of the project is \$7.7 million. The Transportation Authority Board has already allocated \$646,586 in Prop K sales tax funds for design and early implementation construction. SFPW submitted an application for \$3.8 million in Active Transportation Program (ATP) funds to the state and MTC. The state application was unsuccessful, but yesterday MTC's Programming and Allocations Committee recommended \$1.9 million (due to a very competitive call for projects) while placing the Lombard project first in line on the wait list to receive any freed-up funds should other projects drop

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

out or have cost savings. With the addition of the ATP funds and the proposed RTIP funds, the project will have a \$2 million funding gap. SFPW and SFMTA are currently considering other local funds, such as SFMTA's Prop A bond or the Transportation Authority's Prop AA vehicle registration fee funds, for which we plan to release a competitive call for projects later this month to reprogram over \$1.1 million in de-obligated funds.

The project is in the design phase, and needs to obtain both state and federal environmental clearance. 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.

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.

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. Recommend adopting San Francisco's project priorities for the 2016 RTIP, as requested.
2. Recommend adopting San Francisco's project priorities for the 2016 RTIP, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC considered this item at its September 30 meeting and unanimously adopted a motion of support for the staff recommendation.

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

Recommend adopting 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
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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.

³ Acronyms 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.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	11/5/15
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
04						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SF	101			San Francisco Public Works (SFPW)		
				MPO	Element	
				MTC		
Project Manager/Contact		Phone		E-mail Address		
Rachel Alonso		(415) 558-4034		rachel.alonso@sfdpw.org		
Project Title						
Lombard Street Vision Zero Project						
Location, Project Limits, Description, Scope of Work <input type="checkbox"/> See page 2						
In San Francisco: On Lombard/US-101 between Broderick St and Franklin St; Install curb extensions (pedestrian and transit bulbs), implement parking removal at intersections (daylighting), implement signal timing improvements, and potentially install advanced stop bars and high visibility crosswalks.						
<input checked="" type="checkbox"/> Includes ADA Improvements <input checked="" type="checkbox"/> Includes Bike/Ped Improvements						
Component		Implementing Agency				
PA&ED		SFPW				
PS&E		SFPW				
Right of Way		SFPW				
Construction		SFPW				
Purpose and Need <input type="checkbox"/> See page 2						
Every day, over 40,000 vehicles travel in each direction and over 80,000 pedestrians travel along or across the corridor. Some of the pedestrian activity is generated by transit use, as Muni has five key routes on, intersecting, or adjacent to the corridor. Construction of curb extensions will improve safety of users on a high injury corridor and improve transit reliability, thus encouraging residents and visitors to choose these alternative modes of transport rather than drive.						
Project Benefits <input type="checkbox"/> See page 2						
Improvement in transit reliability and safety; increase in alternative modes of transport; reduction in emissions that contribute to respiratory ailments and global warming; reduction in volume and severity of collisions						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone						Proposed
Project Study Report Approved						07/31/16
Begin Environmental (PA&ED) Phase						10/01/15
Circulate Draft Environmental Document					Document Type	
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						06/30/16
Begin Design (PS&E) Phase						05/01/15
End Design Phase (Ready to List for Advertisement Milestone)						08/31/16
Begin Right of Way Phase						08/01/16
End Right of Way Phase (Right of Way Certification Milestone)						08/31/16
Begin Construction Phase (Contract Award Milestone)						01/01/17
End Construction Phase (Construction Contract Acceptance Milestone)						03/30/18
Begin Closeout Phase						04/01/18
End Closeout Phase (Closeout Report)						09/30/18

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

Date: 11/5/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SF	101				
Project Title: Lombard Street Vision Zero Project						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	224							224	
PS&E	1,608							1,608	
R/W SUP (CT)									
CON SUP (CT)		745						745	
R/W									
CON	43	14,845						14,888	
TOTAL	1,875	15,590						17,465	

Fund No. 1:	RIP								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)		249						249	
R/W									
CON		1,661						1,661	
TOTAL		1,910						1,910	

Fund No. 2:	ATP - Regional								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		242						242	
R/W									
CON		1,613						1,613	
TOTAL		1,855						1,855	

Fund No. 3:	ATP - Regional Contingency								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		254						254	
R/W									
CON		1,692						1,692	
TOTAL		1,946						1,946	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

Date: 11/5/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SF	101				
Project Title: Lombard Street Vision Zero Project						

Fund No. 4: Proposition K Sales Tax									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									SFCTA
PS&E	613							613	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	33	979						1,012	
TOTAL	646	979						1,625	

Fund No. 5: SFPUC									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	114							114	SFPUC
PS&E	678							678	water and sewer
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		8,900						8,900	
TOTAL	792	8,900						9,692	

Fund No. 6: General Fund									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	50							50	City & County of SF
PS&E	300							300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	350							350	

Fund No. 7: Operating and WalkFirst Funds									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	60							60	SFMTA
PS&E	17							17	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	10							10	
TOTAL	87							87	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

Date: 11/5/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SF	101				
Project Title: Lombard Street Vision Zero Project						

Fund No. 8:								Program Code	
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 9:								Program Code	
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 10:								Program Code	
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Universal Application

TIP ID		Project Version number	0	FMS ID	
County	San Francisco	Implementing agency	SF DPW	Submode	
Project name	Lombard Street Vision Zero Project				

Project Submitted

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This project was submitted to MTC on 11/04/2015

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General Information - Step 1:

TIP ID	
Version	0
Project name	Lombard Street Vision Zero Project
Primary Program Being Modified	Regional Improvement Program
County	SF
Sponsor	SF DPW
Implementing Agency	SF DPW
Reason for Revision	Add new project
Description of Change	Program \$1.9m in STIP funds and \$1.854M in ATP Cycle 2 funds.
Is project completed/open for traffic	No
RTP Cycle	PLANBAYAREA
RTP ID	240543
RTP Title	Modify local road intersections (includes safety upgrades, signalization, and realignment)
RTP Project Cost	\$100.58
RTP Page Number	

Description - Step 2:

Primary Submode	PEDESTRIAN - 60%
Secondary Submode	BUS - 40%
Tertiary Submode	
Quaternary Submode	
Quinary Submode	
Senary Submode	
Type	
Purpose	
Project Description	In San Francisco: On Lombard/US-101 between Broderick St and Franklin St; Install curb extensions and other pedestrian safety and transit features.
Expanded Project Description	In San Francisco: On Lombard/US-101 between Broderick St and Franklin St; Install curb extensions (pedestrian and transit bulbs), implement parking removal at intersections (daylighting), implement signal timing improvements, and potentially install advanced stop bars and high visibility crosswalks.
Transportation Problem to be addressed	Construction of curb extensions will improve safety of users on a high injury corridor and improve transit reliability, thus encouraging residents and visitors to choose these alternative modes of transport rather than drive, reducing emissions that contribute to respiratory ailments and global warming.

Location - Step 3:

Location	San Francisco
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Prop K 5-Year Project List (FY 2014/15 - 2018/19)

Pedestrian Circulation/Safety (EP 40)

Programming and Allocations to Date

Updated 05.22.15, pending 06.23.15 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Corridor Projects									
SFMTA	6th Street Improvements (NTIP) ⁶	PS&E	Programmed	\$0					\$0
SFMTA	6th Street Improvements (NTIP) ^{5,6}	CON	Programmed	\$972,100					\$972,100
SFMTA	6th Street Pedestrian Safety Improvement ⁶	PA&ED	Pending		\$2,012,000				\$2,012,000
SFMTA	7th Street Streetscape	PS&E	Programmed	\$174,000					\$174,000
Follow-the-Paving									
SFMTA	Follow-the-Paving (Spot Improvements)	PS&E, CON	Programmed		\$50,000				\$50,000
Citywide Pedestrian Safety & Circulation Improvements									
SFMTA	Active Transportation Program Local Match	PLAN/CER	Programmed	\$10,000					\$10,000
SFMTA	Active Transportation Program Local Match	PS&E	Programmed	\$80,000					\$80,000
SFMTA	Active Transportation Program Local Match ¹	CON	Programmed	\$523,740					\$523,740
SFPW	ER Taylor Elementary School Safe Routes to School ¹	CON	Allocated	\$6,575					\$6,575
SFPW	Longfellow Elementary School Safe Routes to School ¹	CON	Allocated	\$64,578					\$64,578
SFMTA	Active Transportation Program Local Match	PS&E	Programmed				\$300,000		\$300,000
SFMTA	Active Transportation Program Local Match	CON	Programmed					\$300,000	\$300,000
SFMTA	WalkFirst ^{3,5}	PLAN/CER	Programmed	\$0					\$0
SFMTA	WalkFirst ^{3,4,5}	PS&E	Programmed	\$0					\$0
SFMTA	WalkFirst ^{2,3,4}	CON	Programmed	\$0					\$0
SFMTA	WalkFirst Continental Crosswalks ²	CON	Allocated	\$423,000					\$423,000
SFMTA	WalkFirst Rectangular Rapid Flashing Beacons ³	PLAN/CER, PS&E, CON	Allocated	\$222,900					\$222,900
SFMTA	Golden Gate Road Diet [Vision Zero]	CON	Allocated	\$120,000					\$120,000
SFMTA	WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero] ⁵	PS&E, CON	Allocated	\$1,000,000					\$1,000,000
SFMTA	WalkFirst	PLAN/CER	Programmed			\$53,996			\$53,996
SFMTA	WalkFirst	PS&E	Programmed			\$110,000			\$110,000
SFMTA	WalkFirst	CON	Programmed			\$65,000			\$65,000

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15 ¹	2015/16	2016/17	2017/18	2018/19	
SFMTA, Any eligible	Neighborhood Transportation Improvement Program (NTIP) placeholder	PS&E, CON	Programmed	\$750,000					\$750,000
SFMTA	Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]	PLAN	Allocated	\$50,000					\$50,000
SFMTA, Any eligible	Neighborhood Transportation Improvement Program (NTIP) placeholder	PS&E, CON	Programmed		\$800,000				\$800,000
Total Programmed in 5YPP				\$4,396,893	\$2,862,000	\$228,996	\$300,000	\$300,000	\$8,087,889
Total Allocated and Pending in 5YPP				\$1,887,053	\$2,012,000	\$0	\$0	\$0	\$3,899,053
Total Deobligated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$2,509,840	\$850,000	\$228,996	\$300,000	\$300,000	\$4,188,836
Total Programmed in 2014 Strategic Plan				\$6,408,893	\$850,000	\$228,996	\$300,000	\$300,000	\$8,087,889
Deobligated from Prior 5YPP Cycles **				\$107					\$107
Cumulative Remaining Programming Capacity				\$2,012,107	\$107	\$107	\$107	\$107	\$107

Programmed
Pending Allocation/Appropriation
Not Approved Allocation/Appropriation

Footnotes

- ¹ 5YPP amendment to add ER Taylor and Longfellow Safe Routes to School projects (Resolution 15-28, 12.16.2014)
Active Transportation Program Local Match: Reduced by \$71,153 in Fiscal Year 2014/15.
ER Taylor Safe Routes to School: Added project with \$6,575 in Fiscal Year 2014/15 funds for construction.
Longfellow Safe Routes to School: Added project with \$64,578 in Fiscal Year 2014/15 funds for construction.
- ² WalkFirst funds from Fiscal Year 2014/15 (\$423,000) were allocated to WalkFirst Continental Crosswalks.
- ³ WalkFirst funds from Fiscal Year 2014/15 (\$222,900) were allocated to WalkFirst Rectangular Rapid Flashing Beacon Installation and Construction Coordination.
- ⁴ WalkFirst funds from Fiscal Year 2014/15 (\$120,000) were allocated to Golden Gate Road Diet [Vision Zero].
- ⁵ 5YPP amendment to fully fund WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero] (Resolution 15-46, 03.24.2015)
6th Street Improvements (NTIP): Reduced by \$715,900 in Fiscal Year 2014/15 construction funds. SFMTA is planning on requesting \$1 million in Prop K funds for the environmental phase, through which it will determine costs and a funding plan for design and construction.
WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero]: Added \$715,900 in Fiscal Year 2014/15 funds for design and construction. Project is fully funded with \$284,100 from the WalkFirst placeholders in Fiscal Year 2014/15.
- ⁶ 5YPP amendment to add 6th Street Pedestrian Improvements project environmental phase (Resolution 15-XX, MO.DA.YEAR)
6th Street Improvements (NTIP): Reduced by \$700,000 in Fiscal Year 2014/15 for design.
6th Street Improvements (NTIP): Reduced by \$1,312,000 in Fiscal Year 2014/15 for construction.
6th Street Pedestrian Safety Improvement: Added project with \$2,012,000 in Fiscal Year 2015/16 funds for the environmental phase.

Prop K 5-Year Project List (FY 2014/15 - 2018/19)

Pedestrian Circulation/Safety (EP 40)

Cash Flow (\$) Maximum Annual Reimbursement

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Corridor Projects							
6th Street Improvements (NTIP)6	PS&E	\$0					\$0
6th Street Improvements (NTIP) 5,6	CON	\$0	\$514,100	\$458,000			\$972,100
6th Street Pedestrian Safety Improvement 6	PA&ED	\$0	\$1,200,000	\$812,000			\$2,012,000
7th Street Streetscape	PS&E		\$174,000				\$174,000
Follow-the-Paving (Pedestrian Improvements)							
Follow-the-Paving (Spot Improvements)	PS&E, CON		\$50,000				\$50,000
Citywide Pedestrian Safety & Circulation Improvements							
Active Transportation Program Local Match	PLAN/CER	\$10,000					\$10,000
Active Transportation Program Local Match	PS&E	\$30,000	\$50,000				\$80,000
Active Transportation Program Local Match 1	CON	\$35,107	\$212,028	\$276,605			\$523,740
ER Taylor Elementary School Safe Routes to School 1	CON	\$6,575					\$6,575
Longfellow Elementary School Safe Routes to School 1	CON	\$12,978	\$51,913				\$64,578
Active Transportation Program Local Match	PS&E				\$150,000	\$150,000	\$300,000
Active Transportation Program Local Match	CON					\$150,000	\$150,000
WalkFirst 3, 5	PLAN/CER	\$0					\$0
WalkFirst 3, 4, 5	PS&E	\$0	\$0				\$0
WalkFirst 2, 3, 4	CON	\$0	\$0				\$0
WalkFirst Continental Crosswalks 2	CON	\$211,500	\$211,500				\$423,000
WalkFirst Rectangular Rapid Flashing Beacons3	PLAN/CER, PS&E, CON	\$70,400	\$72,200	\$79,300			\$222,900
Golden Gate Road Diet [Vision Zero]	CON	\$40,000	\$80,000				\$120,000
WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero] 5	PS&E, CON	\$500,000	\$700,000	\$200,000			\$1,000,000
WalkFirst	PLAN/CER			\$53,996			\$53,996
WalkFirst	PS&E			\$55,000	\$55,000		\$110,000
WalkFirst	CON			\$32,500	\$32,500		\$65,000

Project Name	Phase	Fiscal Year					Total	
		2014/15	2015/16	2016/17	2017/18	2018/19		2019/20
Neighborhood Transportation Improvement Program (NTIP) placeholder	PS&E, CON	\$375,000	\$375,000					\$750,000
Cesar Chavez/Bayshore/Potrero Intersection Improvements [NTIP Capital]	PLAN	\$25,000	\$25,000					\$50,000
Neighborhood Transportation Improvement Program (NTIP) placeholder	PS&E, CON		\$400,000	\$400,000				\$800,000
Total Cash Flow in 5YPP		\$910,345	\$4,122,743	\$2,367,301	\$237,500	\$300,000	\$150,000	\$8,087,889
Total Cash Flow Allocated		\$460,238	\$2,347,615	\$1,091,200	\$0	\$0	\$0	\$3,899,053
Total Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Cash Flow Unallocated		\$450,107	\$1,775,128	\$1,276,101	\$237,500	\$300,000	\$150,000	\$4,188,836
Total Programmed in 2014 Strategic Plan		\$1,811,845	\$3,300,443	\$2,288,101	\$237,500	\$300,000	\$150,000	\$8,087,889
Deobligated from Prior 5YPP Cycles **		\$107						\$107
Cumulative Remaining Cash Flow Capacity		\$901,607	\$79,307	\$107	\$107	\$107	\$107	\$107

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

\$1,312,000

OFFICE OF THE MAYOR
SAN FRANCISCO



EDWIN M. LEE
MAYOR

TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM:  Mayor Edwin M. Lee 
RE: Apply for, Accept, and Expend Grant – State Transportation Improvement Program - \$1,910,000
DATE: November 17, 2015

Attached for introduction to the Board of Supervisors is a resolution authorizing the filing of an application for funding assigned to the Metropolitan Transportation Commission (MTC); committing any necessary matching funds; stating assurance to complete the projects; and authorizing the Department of Public Works (DPW) to accept and expend \$1,910,000 in State Transportation Improvement Program grant funds awarded through MTC.

Should you have any questions, please contact Nicole Elliott (415) 554-7940.


NOV 17 PM 4:53
CLERK OF SUPERVISORS
SAN FRANCISCO



Edwin M. Lee
Mayor

Mohammed Nuru
Director

San Francisco Public Works
1 Dr. Carlton B. Goodlett Pl.
Room 348
San Francisco, CA 94102
tel 415-554-6920

sfpublicworks.org
facebook.com/sfpublicworks
twitter.com/sfpublicworks
twitter.com/mrcleansf

TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: Mohammed Nuru, Director of SF Public Works
DATE: November 5, 2015
SUBJECT: Apply for, Accept and Expend State & Federal Grant
GRANT TITLE: State Transportation Improvement Program (STIP)

Attached please find the original and 2 copies of each of the following:

- Proposed grant resolution; original signed by Public Works
- Grant information form, including disability checklist
- Grant budget
- Grant application
- San Francisco County Transportation Authority resolution adopting project priorities for the 2016 RTIP/STIP

Special Timeline Requirements:

MTC has requested the resolution be approved December 2015.

Departmental representative to receive a copy of the adopted resolution:

Name: Rachel Alonso (rachel.alonso@sfdpw.org)

Phone: 415-558-4034

Interoffice Mail Address: Public Works, 30 Van Ness – 5th floor

Certified copy required

Yes

No

