



RESOLUTION APPROVING SAN FRANCISCO'S PROJECT PRIORITIES FOR THE LOCAL PARTNERSHIP PROGRAM (LPP) COMPETITIVE GRANT PROGRAM

WHEREAS, On April 28, 2017, the Governor of California signed the Road Repair and Accountability Act of 2017, also known as Senate Bill (SB) 1, a transportation funding package of more than \$50 billion over the next 10 years that increases funding for local streets and roads, multi-modal improvements, and transit operations; and

WHEREAS, SB 1 created the LPP and appropriates \$200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional agencies that have sought and received voter approval of or imposed fees solely dedicated to transportation; and

WHEREAS, On October 18, 2017, the CTC adopted program guidelines that allocate 50% of the program (\$100 million annually) through a Competitive Program to local or regional transportation agencies that sought and received voter approval of transportation sales tax, tolls, or that have imposed fees; and

WHEREAS, On October 20, 2017, the CTC released the first LPP call for projects for the Competitive Program, covering Fiscal Year (FY) 2017/18 through FY 2019/20, with applications due on January 30, 2018 and up to \$300 million available statewide; and

WHEREAS, the San Francisco County Transportation Authority (Transportation Authority) is an eligible applicant as it administers Proposition K, a half-cent local transportation sales tax program approved by San Francisco voters in November 2003, and Proposition AA, an additional \$10 vehicle registration fee approved by San Francisco voters in November 2010, both with revenues dedicated to fund transportation investments as outlined in the corresponding voter approved Expenditure Plan; and

WHEREAS, the LPP program guidelines allow eligible applicants to identify a different



entity as implementing agency, which assumes responsibility and accountability for the use and expenditure of program funds as established by the CTC; and

WHEREAS, LPP Competitive Program are available for construction only, require a dollar-for-dollar match, and in the case of jurisdictions with a population between 700,000 and 1,499,999 people such as San Francisco, has a minimum grant request of \$3 million; and

WHEREAS, the CTC will give higher priority to projects that can commence construction earlier, leverage more committed funds per program dollar, are more cost effective, demonstrate quantifiable air quality improvements, including a significant reduction in vehicle-miles traveled, and demonstrate regional and community support; and

WHEREAS, the Transportation Authority received requests to support the nomination of three projects from the Port of San Francisco (SF Port) and San Francisco Public Works (SFPW) as detailed in Attachments 1 and 2; and

WHEREAS, the Transportation Authority considered the LPP Competitive Program guidelines, and assessed each project's potential to be competitive in this funding cycle; and

WHEREAS, the Transportation Authority staff recommendation is to submit project applications to the LPP Competitive Program in the following priority order: (1) Mission Bay Ferry Landing, (2) Jefferson Street Improvements Phase II, (3) Better Market Street Segment 1; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the proposed project priority as required by the LPP Competitive Program guidelines; and be it further

RESOLVED, That as a condition of submitting project applications to the aforementioned Competitive Program, the Executive Director shall impose such terms and conditions as are necessary for SF Port and SFPW to comply with LPP guidelines including timely use of funds and reporting requirements.



Attachments (2):

1. Project Nominations for LPP Competitive Program
2. Project Information Forms

Attachment 1
San Francisco County Transportation Authority
SB 1 - Local Partnership Program (LPP), Competitive Program Project Priorities

PROJECT NOMINATIONS FOR LPP COMPETITIVE PROGRAM						
Priority	Sponsor¹	Project Description	Districts	Fiscal Year of Request	LPP Request	Total Project Cost
1	SF Port	Mission Bay Ferry Landing - Construct a ferry landing and water taxi landing to provide regional ferry service to the Mission Bay priority development area (PDA), the fastest growing neighborhood in San Francisco. The Ferry Landing will consist of multiple components: construction of a pier, gangway, and float; dredging of the proposed dredge boundary for safe navigation and approach to the Ferry Landing; and landside and utility improvements associated with the Ferry Landing.	6, 10	2018/19	\$11,000,000	\$42,670,000
2	SFPW	Jefferson Street Improvements Phase II - Construct the remaining 3 blocks of streetscape design between Powell Street and Jones Street, as envisioned in the Fisherman's Wharf Public Realm Plan. Phase I (Hyde to Jones) was completed in 2013. The project includes widened sidewalks, pedestrian lighting, bike parking, landscaping and trees, and public seating. These blocks on Jefferson Street have recently been added to the High Injury Network.	3	2018/19	\$6,500,000	\$14,318,000
3	SFPW	Better Market Street Segment 1 - The overall project will reconstruct San Francisco's premier boulevard and important regional transit corridor from Octavia Boulevard to the Embarcadero. Segment 1 will address the needs of Market Street between 6th and 8th Streets. The project includes wider and longer transit boarding islands, ADA accessible curb ramps and streetcar access ramps, upgraded transit shelters, full repaving of the roadway, replacement and upgrade of traffic signals, protected cycling facility, upgrades to MUNI infrastructure, streetscape, among other improvements.	3, 5, 6	2019/20	\$40,177,500	\$90,670,000
Totals:					\$57,677,500	\$147,658,000

Notes:

¹ SFPW stands for San Francisco Public Works.

Attachment 2

Project Information Forms



**San Francisco County Transportation Authority
Project Information Form**



Local Partnership Program - Competitive Program Call for Projects	
Category:	Infrastructure
Subcategory:	Transit Facilities
Fiscal Year of Allocation:	2018/19
Project Information	
Project Name:	Mission Bay Ferry Landing
Project Location:	The Mission Bay Ferry Landing will be located on San Francisco Bay, along the Port's Southern Waterfront in the Mission Bay/Central Waterfront area. The proposed Ferry Landing would be located near the intersection of Terry Francois Boulevard and 16th Street, adjacent to Agua Vista Park and nearby the planned Mission Bay Front Park. The Water Taxi will be located approximately 400 feet south of the Ferry Landing along Terry Francois Boulevard. The sites are located completely on Port of San Francisco property.
Project Supervisorial District(s):	6 & 10
Project Description:	The Port is proposing to construct the Mission Bay Ferry Landing and water taxi landing on San Francisco Bay, within the Port's Mission Bay/Central Waterfront area. The Project entails construction of a single-float, two-berth Ferry Landing to provide regional ferry service. The design of the Ferry Landing and water taxi facility will conform to the current Americans with Disabilities Act (ADA) standards for accessible design. The Ferry Landing will consist of multiple components: construction of a pier, gangway, and float; dredging of the proposed dredge boundary for safe navigation and approach to the Ferry Landing; and landside and utility improvements associated with the Ferry Landing.
Purpose and Need:	<p>The Mission Bay Ferry Landing and water taxi project will serve more than 350,000 annual weekday passengers plus 125,000 people traveling for special events. Located adjacent to the Mission Bay Priority Development Area (PDA) and within the Port of San Francisco PDA, the ferry will provide a critical link between the fastest growing neighborhood of San Francisco and the East and North bays. Ferry service will provide access to jobs, housing, and entertainment. The Mission Bay area has been experiencing major growth and development since 2000, and this growth is anticipated to continue through 2030. This epicenter of development includes the U.C. San Francisco -Mission campus; the Golden State Warriors Chase Center scheduled to open in 2019; and the growth of the surrounding neighborhoods of Mission Bay, Dogpatch, Potrero Hill and the Central Waterfront. The ferry landing would sit within a half mile of approximately 11,000 new housing units (including affordable to moderate, low, and very low-income households), seven million square feet of new office and commercial space, and 41 acres of new public open space. Multiple transit connections such as the T/Central subway, 22, and 55 bus lines are located within walking and biking distance.</p> <p>The ferry will help ensure that growth in the area is sustainable by alleviating overcrowding on San Francisco and regional transit services, reducing vehicle trips to the neighborhood and relieving stress on the Transbay Corridor. The ferry landing provides resiliency in the event of an earthquake or other unplanned event. The project will also promote Vision Zero by keeping cars off of San Francisco's streets and promoting walking, bicycling, and transit for the first or last mile of the journey, as ferry riders find themselves in a transit-rich, walkable, and bikeable neighborhood.</p>
Community Engagement/Support:	The Port has coordinated with various stakeholders during the concept planning phase of the project including: WETA, Pier 70 Dry Dock Operations, Golden Gate Bridge Highway Transportation District, UCSF, Mission Bay Development Group, and other project stakeholders. Recent presentations on the project have been made to the Bay Area Council, Central Waterfront Advisory Board, and South Beach Harbor Neighborhood Association. For previous grant applications, the Port has gathered more than ten letters of support from: elected officials (Assemblymember David Chiu and Senator Scot Weiner); businesses (including the Mission Bay Life Science Community and UCSF); and neighborhood organizations (including Bayview Residents Improving Their Environment and The South Beach, Rincon, Mission Bay Neighborhood Association).
Implementing Agency:	Port of San Francisco
Project Manager:	Jonathan Roman
Phone Number:	415-274-0619
Email:	jonathan.roman@sport.com
Environmental Clearance	
Type:	City of San Francisco Planning Department CEQA Initial Study/Mitigated Negative Declaration
Status:	Environmental Evaluation submitted May 2017; Initial Study/Mitigated Negative Declaration Admin Draft in process
Completion Date:	05/01/18

**San Francisco County Transportation Authority
Project Information Form**



Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Month	Year	Month	Year
Planning/Conceptual Engineering (30%)	100%	Contracted	January	2017	September	2017
Environmental Studies (PA&ED)	60%	Contracted	January	2017	November	2018
Design Engineering (PS&E)	30%	Contracted	September	2017	December	2018
R/W Activities/Acquisition						
Advertise Construction	0%	Contracted	November	2018	April	2019
Start Construction (e.g. Award Contract)	0%	Contracted	April	2019		
Start Procurement (e.g. rolling stock)						
Project Completion (i.e. Open for Use)	0%				January	2021

Comments/Concerns



**San Francisco County Transportation Authority
Project Information Form**

Project Name:	Mission Bay Ferry Landing
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Project Cost Estimate	Phase	Cost	Funding Source	
			LPP Request	Other
	Planning/Conceptual Engineering			
	Environmental Studies and Design Engineering	\$6,970,000		\$6,970,000
	R/W			
	Construction	\$35,700,000	\$11,000,000	\$24,700,000
	Procurement (e.g. rolling stock)			
	Total Project Cost	\$42,670,000	\$11,000,000	\$31,670,000
	Percent of Total		26%	74%

Project Funding By Fiscal Year

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Programmed	16/17	17/18	18/19	19/20	Total
Environmental Studies and Design Engineering	Port Harbor Fund	Allocated	16/17	\$1,500,000	\$1,970,000			\$3,470,000
Environmental Studies and Design Engineering	General Fund	Allocated	17/18		\$3,500,000			\$3,500,000
Construction	LPP Request	Planned	18/19			\$11,000,000		\$11,000,000
Construction	Regional Measure 3	Planned	18/19			\$13,700,000		\$13,700,000
Construction	Private Contributions	Planned	18/19			\$5,000,000		\$5,000,000
Construction	Developer Impact Fees	Programmed	18/19			\$6,000,000		\$6,000,000
Total By Fiscal Year				\$1,500,000	\$5,470,000	\$35,700,000	\$0	\$42,670,000

Comments/Concerns

\$6 million in developer impact fees collected by the City are committed to the Mission Bay Ferry Landing (MBFL) and will be collected over the next five years. To meet the cashflow timing needs of MBFL, the Port is actively working with the Capital Planning Program and the Mayor's Budget Office to address any issues. In addition, the City is seeking \$5 million in private contribution toward the project from UCSF and hopes for a commitment in early 2018.

The final piece of the project's funding plan is Regional Measure 3 (RM3), a proposed bridge toll increase on Bay Area bridges. The RM3 authorizing bill, SB 595, was signed by Governor Brown in the fall of 2017 and the Expenditure Plan includes a \$300 million ferry enhancement program, for which MBFL is an eligible and planned project. In January of 2018, the Bay Area Toll Authority (BATA) will finalize its decision on when RM3 goes on the ballot. All indications are that BATA will place the measure on the June 2018 ballot and that funds will flow to projects six months later. Should voters not approve the measure, the Port would work with the Capital Planning Program, the Mayor's Budget Office, and the Transportation Authority to close any remaining funding gaps. Potential funding sources could include the General Fund, future SF General Obligation bonds or other new revenue measures identified by the Transportation Task Force 2045, Prop K sales tax funds, Air District funds, other impact fees, future funding cycles of the Transit and Intercity Rail Capital Program, and other state or federal funding sources that become available.

**San Francisco County Transportation Authority
Project Information Form**



Local Partnership Program - Competitive Program Call for Projects	
Category:	Infrastructure
Subcategory:	Bicycle and Pedestrian Transportation Improvements
Fiscal Year of Allocation:	2018/19
Project Information	
Project Name:	Jefferson Street Improvements, Phase II
Project Location:	Jefferson Street, between Powell Street and Jones Street
Project Supervisorial District(s):	3
Project Description:	Phase II of the Jefferson Streetscape Improvements Project completes the remaining 3 blocks of the streetscape design developed from the Fisherman's Wharf Public Realm Plan. The project includes the installation of narrowed geometrically patterned streets, widened sidewalks, pedestrian scale lights, bike parking, new landscaping, trees, and public seating.
Purpose and Need:	<p>The comprehensive Jefferson Street project envisioned in the Fisherman's Wharf Public Realm Plan (FWPRP) was broken into two phases, the first of which was completed in 2013 between Hyde and Jones. In 2014, an average of 150,412 people visited SF each day. Fisherman's Wharf (FW) is the second most visited neighborhood and Pier 39 is the top attraction. This project's impact would be wide-ranging. FW has larger blocks in comparison with city centers, which have comparable levels of pedestrian activity. Longer blocks are less pedestrian-friendly, necessitating additional investments to compensate for this inadequacy. Other challenges include the lack of a coherent pedestrian network, the lack of a cycling network, narrow and congested sidewalks, and an uninviting and poor streetscape.</p> <p>The Jefferson Street Improvement project will widen pedestrian footpaths along the entire length of Jefferson because the current sidewalk width is inadequate for the volume of pedestrians, forcing pedestrians to navigate in a crowded and cluttered landscape with narrow, congested, and uninviting sidewalks; crowding at crossings caused by long signal phases; and heavy vehicular traffic causing insecurity, noise and pollution. Jefferson Street is in the latest High Injury Network, a tool created by San Francisco Department of Public Health to prioritize investments that reduce traffic related deaths and severe injuries.</p> <p>A redesigned Jefferson plays the central role in the vision to create a walkable district, prioritizing fewer cars, widened sidewalks, and a safe two-way bicycle route along the Bay. The project will help complete a gap in the Bay Trail, a 400 mile-long recreation path that runs around the entire SF Bay. Most of the trail is off-street, but at FW, it becomes undefined and cyclists must navigate chaotic streets mixed with complex traffic: double decker tourist buses, street cars, amphibious vehicles, trucks, three wheeled scooters, horse and wagons, private cars, segways, and pedestrians.</p>
Community Engagement/Support:	Since 2006, the project has engaged a variety of community members, property owners, and business interests. The project has received enthusiastic support from San Francisco leaders, as well as the local community. The late Mayor Edwin M. Lee considered this project a priority of the city and was instrumental in funding Phase I, as well as the design process for Phase II. District 3 Supervisor Aaron Peskin has also written of his support for completing the Jefferson Street Phase II project.
Implementing Agency:	Department of Public Works
Project Manager:	David Froehlich
Phone Number:	(415) 558-4041
Email:	david.froehlich@sfdpw.org
Environmental Clearance	
Type:	CEQA
Status:	Completed
Completion Date:	09/25/12

**San Francisco County Transportation Authority
Project Information Form**



Project Delivery Milestones Phase	Status	Work	Start Date		End Date	
	% Complete	In-house - Contracted - Both	Month	Year	Month	Year
Planning/Conceptual Engineering (30%)	100%	In-house	June	2008	April	2012
Environmental Studies (PA&ED)	100%	In-house	Jan	2012	Sept	2012
Design Engineering (PS&E)	95%	In-house	Feb	2016	June	2018
R/W Activities/Acquisition	100%	In-house	Jan	2012	Sept	2012
Advertise Construction	0%	In-house	July	2018	Dec	2018
Start Construction (e.g. Award Contract)	0%	Contracted	Jan	2019	Jan	2020
Start Procurement (e.g. rolling stock)	0%	Contracted	Jan	2019	Jan	2020
Project Completion (i.e. Open for Use)	0%		Jan	2020		

Comments/Concerns



**San Francisco County Transportation Authority
Project Information Form**

Project Name:	Jefferson Street Improvements, Phase II
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Project Cost Estimate	Phase	Cost	Funding Source	
			LPP Request	Other
	Environmental Studies (PA&ED)	\$83,000		\$83,000
	Design Engineering (PS&E)	\$1,235,000		\$1,235,000
	R/W	\$0		
	Construction	\$13,000,000	\$6,500,000	\$6,500,000
	Procurement (e.g. rolling stock)	\$0		
	Total Project Cost	\$14,318,000	\$6,500,000	\$7,818,000
	Percent of Total		45%	55%

Project Funding By Fiscal Year

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Programmed	Prior	17/18	18/19	19/20	Total
Environmental Studies (PA&ED)	General Fund	Allocated	Prior	\$83,000				\$83,000
Design Engineering (PS&E)	General Fund	Allocated	Prior	\$979,429	\$255,571			\$1,235,000
Construction	General Fund	Programmed	Prior			\$382,000		\$382,000
Construction	LPP Request	Planned	18/19			\$6,500,000		\$6,500,000
Construction	General Fund	Planned	18/19			\$6,118,000		\$6,118,000
								\$0
								\$0
Total By Fiscal Year				\$1,062,429	\$255,571	\$13,000,000	\$0	\$14,318,000

Comments/Concerns

San Francisco Public Works will make a General Fund budget request for Fiscal Year 2018/19 to secure the required funding match for the construction phase of the project. Public Works will also pursue Prop K funds from the bicycle and pedestrian safety categories.

**San Francisco County Transportation Authority
Project Information Form**



Local Partnership Program - Competitive Program Call for Projects	
Category:	Infrastructure
Subcategory:	Transit, Bike, and Pedestrian Improvements
Fiscal Year of Allocation:	2019/20
Project Information	
Project Name:	Better Market Street Segment 1
Project Location:	Market Street between Steuart and Octavia
Project Supervisorial District(s):	3,5,6
Project Description:	Better Market Street will completely reconstruct San Francisco's premier boulevard and important regional transit corridor from Octavia Boulevard to the Embarcadero. Phase 1, subject of this request, will address the needs of Market Street between 6th and 8th Streets. The project prioritizes transit, provides safe pedestrian access for people of all ages and abilities, builds safe bicycle facilities and quality public spaces and streetscapes.
Purpose and Need:	<p>The project will address the following needs on Market Street:</p> <ol style="list-style-type: none"> 1. Build transit's core capacity along Market Street in order to accommodate growth from new housing developments, transit service, and transit connections. 2. Accommodate growing bicycle traffic, increase safety, and decrease conflicts of bicyclists with transit and pedestrians. 3. Revitalize Market Street as the City's premier pedestrian boulevard through streetscape and safety improvements <p>Phase 1 of the project will address these needs on Market Street between 6th and 8th Streets, with the following scopes:</p> <p>Core Capacity Improvements including: • Wider and longer transit boarding islands for more customer and bus capacity • Consolidated and relocated stops to improve transit efficiency • New center boarding islands located only at Civic Center BART/Muni Metro Station to allow the F and 9/9R to improve performance along the corridor • Relocated curbside boarding islands that provide more regularly-spaced local service along the corridor (mid-block between 8th and 7th streets & near 6th Street) • ADA accessible curb ramps and streetcar access ramps ("mini-highs") at all F-line (historic streetcar) stops • Upgraded transit shelters • Red Muni-only lanes in the two center lanes • New F-Line track loop at McAllister and Charles J Brenham to allow additional streetcar service between Powell and Fisherman's Wharf • Full repaving of roadway including base repair • New concrete bus pads at bus stop locations • Replacement and upgrade of traffic signals including provision of larger, more visible signal heads and bicycle signals where needed • Transit signal priority • New CCTV cameras at intersections and center boarding islands • Private vehicular restrictions to speed bus service and reduce conflicts with Muni (Figures 8 and 9: Proposed Vehicle Restrictions) • Protected cycling facility along length of the corridor to attract bicyclists of all ages • New striping to clearly define bicycle circulation including jug-handles and intersection markings • Clearly marked pedestrian crossings • Traction power upgrades to provide power for increased transit service on surface routes and in the Muni Metro • New Overhead Contact System (OCS) installation to support changed geometries and increased service</p> <p>Streetscape Enhancements include: • Simplifying north side intersections to make it easier and safer to cross by eliminating two-stage crossings • Shortening crossing distances • Changing cross streets to right angles • Extending sidewalks to shorten crossings (e.g. bulb outs) • Realigning and reconstructing crosswalks • Adding new curb ramps at all intersection crossings and on transit islands • Installing Audible Pedestrian Signals and Pedestrian Countdown Signals throughout • Ensuring minimum 15' wide pedestrian through-way everywhere and generous sidewalk widths that prioritize human-scale movement • Replacing sidewalk bricks to improve accessibility, providing all users with improved traction and narrower joints that meet current ADA standards • Modernizing wayfinding systems (bicycle and pedestrian) • Planting new and replacement trees with improved subsurface conditions to improve overall health of the urban forest on Market Street • Installing streetscape improvements and furnishings • Adding Public Art</p> <p>State of Good Repair include: • Replace streetcar tracks • Replace OCS poles and wires • Replace the sewer on the street and abandon century old existing brick sewer • Replace aging water distribution infrastructure • Replace conduit and wiring for streetlight service • Add SFPUC Power Enterprises conduit for future electric distribution • Add conduit for high-speed internet connectivity</p>



**San Francisco County Transportation Authority
Project Information Form**

Community Engagement/Support:	<p>The Better Market Street project has clear and diverse support from community members, merchant groups, and key businesses who look forward to the improvements that the project will bring. Advocacy organizations representing multiple transportation modes, including walking, bicycling, and public transportation, have participated in our planning process and are on board. Contractor associations support the project and the jobs it will bring to the City. The project has incorporated input, ideas, and support from local Community Benefit Districts and Business Improvement Districts. Environmental and arts organizations recognize their role in improving San Francisco's premier corridor and are backing the project. Workforce development and affordable housing organizations also support the plan and understand how improving Market Street will benefit San Francisco's less fortunate populations.</p> <p>In an often divided City, the one thing many people agree on is the need for a Better Market Street.</p>
Implementing Agency:	Department of Public Works
Project Manager:	Simon Bertrang
Phone Number:	526-558-4045
Email:	simon.bertrang@sfdpw.org
Environmental Clearance	
Type:	CEQA: EIR NEPA: EA
Status:	Ongoing
Completion Date:	04/01/19

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Month	Year	Month	Year
Planning/Conceptual Engineering (30%)	25%	In-house	Oct	2018	April	2019
Environmental Studies (PA&ED)	25%	Both	Jan	2015	April	2019
Design Engineering (PS&E)	10%	In-house	April	2019	Dec	2019
R/W Activities/Acquisition	N/A	N/A	N/A	N/A	N/A	N/A
Advertise Construction	0%	In-house	Jan	2020		
Start Construction (e.g. Award Contract)	0%	Contracted	June	2020		
Start Procurement (e.g. rolling stock)	N/A	N/A	N/A	N/A	N/A	N/A
Project Completion (i.e. Open for Use)	0%	N/A			June	2022

Comments/Concerns

<p>Any delay to the environmental phase schedule would require the project to be designed at-risk (i.e. in advance of obtaining environmental clearance) to meet the LPP timely use of funds requirements for the start of construction. Environmental clearance is underway for the entire Better Market Street project.</p>



**San Francisco County Transportation Authority
Project Information Form**

Project Name:	Better Market Street Segment 1
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Project Cost Estimate	Phase	Cost	Funding Source	
			LPP Request	Other
	Planning/Conceptual Engineering	\$2,296,000		\$2,296,000
	Environmental Studies (PA&ED)	\$1,705,000		\$1,705,000
	Design Engineering (PS&E)	\$6,314,000		\$6,314,000
	R/W	\$0		
	Construction	\$80,355,000	\$40,177,500	\$40,177,500
	Procurement (e.g. rolling stock)	\$0		
	Total Project Cost	\$90,670,000	\$40,177,500	\$50,492,500
	Percent of Total		44%	56%

Project Funding By Fiscal Year

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Programmed	Prior	17/18	18/19	19/20	20/21	Total
Planning/Conceptual Engineering	General Fund	Allocated	Prior			\$2,296,000			\$2,296,000
Environmental Studies (PA&ED)	General Fund	Allocated	Prior	\$1,180,385	\$393,462	\$131,154			\$1,705,000
Design Engineering (PS&E)	Prop A GO Bond	Allocated	Prior			\$2,104,667	\$4,209,333		\$6,314,000
Construction	LPP Request	Planned	19/20				\$40,177,500		\$40,177,500
Construction	Prop A GO Bond	Programmed	19/20				\$40,177,500		\$40,177,500
									\$0
									\$0
									\$0
Total By Fiscal Year					\$393,462	\$4,531,821	\$84,564,333		\$90,670,000

Comments/Concerns



Memorandum

Date: January 3, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 01/09/18 Board Meeting: Approve San Francisco’s Project Priorities for the Local Partnership Program (LPP) Competitive Grant Program

RECOMMENDATION Information Action

- Approve San Francisco’s Project Priorities for Senate Bill 1 (SB1) Local Partnership Program (LPP) Competitive Grant Program:
 1. Mission Bay Ferry Landing (Port of San Francisco (SF Port))
 2. Jefferson Street Improvements Phase II (San Francisco Public Works (SFPW))
 3. Better Market Street Segment 1 (SFPW)
- Authorize the Executive Director to enter into agreements designating SF Port and SFPW as the implementing agencies for the aforementioned projects in compliance with LPP guidelines.

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contract/Agreement
- Other:

SUMMARY

The Transportation Authority is an eligible applicant for the LPP Competitive Grant Program. The current call for projects will program up to \$300 million statewide in Fiscal Years (FYs) 2017/18 - 2019/20 with applications due to the California Transportation Commission (CTC) on January 30, 2018. LPP guidelines allow eligible applicants to identify a different entity as the implementing agency. Eligible applicants must establish project priorities if submitting multiple applications. The Transportation Authority received three project nomination requests from SF Port and SFPW. After considering LPP guidelines and assessing each project’s potential to be competitive in this funding cycle, we recommend submitting project applications for the amounts shown in the priority order shown below. A minimum 1:1 match is required and only the construction phase is eligible for funding. The minimum grant size is \$3 million.

1. Mission Bay Ferry Landing (SF Port) - \$11 million
2. Jefferson Street Improvements Phase II (SFPW) - \$6.5 million
3. Better Market Street Segment 1 (SFPW) - \$40.18 million

DISCUSSION

Background.

The Road Repair and Accountability Act of 2017, also known as SB 1, is a transportation funding package that increases funding for local streets and roads, multi-modal improvements, and transit

operations. The funding package, estimated at more than \$50 billion over 10 years, was signed by Governor Brown on April 28, 2017 and both expands existing programs (e.g. the Active Transportation Program, and the State Transportation Improvement Program), and directs the state to create new programs to support local and regional transportation priorities.

SB 1 created the LPP and appropriates \$200 million annually to be allocated by the CTC to local or regional transportation agencies that have sought and received voter approval of or imposed taxes or fees solely dedicated to transportation. The CTC adopted program guidelines on October 18 that allocate 50% of the program through a Formulaic Program and 50% through a Competitive Program. Last month, the Transportation Authority programmed San Francisco's share of LPP Formulaic Program funds to two SFPW street resurfacing projects. The first LPP call for projects for the Competitive Program is currently underway.

The LPP Competitive Program guidelines establish that project nominations will be considered in two groups: one for project nominations from jurisdictions with voter-approved taxes or fees, and the other for project nominations from jurisdictions with self-imposed fees. As administrator of the Prop K transportation sales tax and the Prop AA vehicle registration fee, the Transportation Authority is an eligible applicant for the voter-approved portion of the Competitive Program, while the City and County of San Francisco is an eligible applicant for the self-imposed fees portion through the Transportation Sustainability Fee.

LPP Competitive Program Highlights.

The LPP Competitive Program has broad project eligibility criteria, including projects that improve the state highway system, improve transit facilities or expand transit services, improve local roads, or improve bicycle and pedestrian safety, among others. According to the LPP guidelines, Competitive Program funds are available for construction only and require a dollar-for-dollar match. In the case of jurisdictions with a population between 700,000 and 1,499,999 people such as San Francisco, there is a minimum grant request of \$3 million, meaning a minimum \$6 million construction phase.

According to the LPP guidelines, the CTC will give higher priority to projects that can commence construction earlier, leverage more committed funds per program dollar, are more cost-effective, demonstrate quantifiable air quality improvements including a significant reduction in vehicle-miles traveled (VMT), and demonstrate regional and community support. Projects must have fully committed funding by July 1 of the year of LPP programming or funds will be lost to the project and returned to the CTC.

Project Nominations.

In October, we distributed information about the LPP Competitive Program call for projects to city departments, regional transit operators and other project sponsors through the Transportation Authority's Technical Working Group. We received requests to support the nomination of the following three projects for the LPP Competitive Program.

- SF Port submitted one nomination request: \$11 million in LPP funds for the Mission Bay Ferry Landing project to fund the construction of a two-berth ferry landing and a water taxi landing in Mission Bay, providing regional ferry service to a rapidly growing part of the city.
- SFPW submitted two nomination requests: \$40.18 million in LPP funds for Better Market Street Segment 1 to fund transit, bicycle and pedestrian improvements on Market Street, between 6th and 8th Street; and \$6.5 million in LPP funds for Jefferson Street Improvements Phase II for the construction of the remaining 3 blocks of the streetscape design for Fisherman's Wharf, between Powell Street and Jones Street.

Project information is summarized in Attachment 1 with more detail provided in the Project Information Forms included in Attachment 2.

Recommended LPP Competitive Program Priorities.

After considering LPP guidelines and assessing project status and potential to be competitive in the call for projects, we recommend submitting San Francisco's project nominations in the following priority order. We have listed some of the key project information upon which our rationale for priority order is based.

1. Mission Bay Ferry Landing (\$11 million in FY 2018/19):
 - Design close to 65% complete, with environmental clearance expected in May 2018. Project schedule has construction starting in spring 2019, subject to funding availability.
 - Provides regional ferry services to and from Mission Bay, expected to serve over 350,000 annual weekday passengers and 125,000 passengers for special events. Project would reduce vehicle trips and greenhouse gas emissions, and relieve stress on the Transbay corridor.
 - Funding plan overmatches the LPP funds with developer fees (\$6 million), private contributions (\$5 million being pursued from UCSF), and other sources including Regional Measure 3 (\$13 million). To be competitive and meet LPP requirements, SF Port needs to secure full funding by July 1, 2018.

2. Jefferson Street Improvements Phase II (\$6.5 million in FY 2018/19):
 - Design is at 95%, environmental clearance has been obtained, project is ready to advertise for construction as soon as July 2018, subject to funding availability.
 - Improves bicycle and pedestrian safety for a 3-block segment on the High Injury Network, in the second most visited neighborhood of San Francisco. However, it's difficult to quantify air quality or VMT reduction benefits that would result from the project.
 - Funding plan depends on SFPW securing \$6.1 million in local match funds, likely from the General Fund, in FY 2018/19.

3. Better Market Street Segment 1 (\$40.18 million in FY 2019/20):
 - Design is at 10%, with state and federal environmental clearance for the overall project expected to be completed by mid-2019. Any delays in obtaining environmental clearance could put the LPP funds at risk if SFPW is unable to meet the LPP timely use of fund requirements, and might require City departments (i.e. SFPW and SFMTA) to design the project at-risk (i.e. before obtaining environmental clearance).
 - Transit, pedestrian, and bicycle corridor of regional importance, serving San Francisco residents, workers, and visitors. Project is a key component of the Bay Area Core Capacity Transit Study.
 - Segment 1 has \$40.18 million in Prop A General Obligation Bond funds secured to match the LPP request and fully fund the construction phase.

We've consulted with the Mayor's Office on the proposed recommendation. Given that the City and the Transportation Authority can submit projects for consideration under different "groups" within the Competitive Program (one for project nominations from jurisdictions with voter-approved taxes or fees, and the other for project nominations from jurisdictions with self-imposed fees), we've agreed on a strategy where the Transportation Authority would submit the three projects in the above noted order for the *voter approved funding* "group", and the City will submit Jefferson, Mission

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Bay Ferry Landing, and Better Market Street (in that order) for the *self-imposed fees* “group”. The intent is to maximize the funding awarded to San Francisco by tapping all available “groups”.

Next Steps.

Following Board approval of the project priorities for the LPP Competitive Program, we will submit project nominations to CTC jointly with SF Port and SFPW before the January 30 deadline. The CTC is scheduled to release staff recommendations on April 25, 2018 and adopt the Program of Projects at its May 16, 2018 meeting.

We believe that the strong emphasis on “shovel ready” projects for this new competitive grant program covering FYs 2017/18 - 2019/20 following so closely on the heels of several other SB 1 funding cycles (e.g. LPP – Formula funds, Transit and Intercity Rail Capital Program, Active Transportation Program, SB 1 street resurfacing formula funds) is why we received so few project nominations – rather than a lack of demand. We are already initiating conversations with San Francisco project sponsors and Board members to identify projects for future LPP Competitive Program funding cycles along with the required matching funds to ensure that we have a strong pipeline of competitive projects. This project pipeline development will be one of many considerations that go into the upcoming Prop K 5-Year Prioritization Program updates, a process that will commence later this calendar year.

FINANCIAL IMPACT

There are no impacts to the Transportation Authority’s adopted FY 2017/18 budget associated with the recommended action.

CAC POSITION

No CAC meeting was held in December 2017.

SUPPLEMENTAL MATERIALS

Attachment 1 – Project Nominations for LPP Competitive Program

Attachment 2 –Project Information Forms