



Memorandum

AGENDA ITEM 8

DATE: April 23, 2021
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 05/11/2021 Board Meeting: Approve San Francisco’s Program of Projects for the 2021 Mid-Cycle Regional Transportation Improvement Program

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve San Francisco’s Program of Projects for the 2021 Mid-Cycle Regional Transportation Improvement Program (RTIP) for:</p> <ul style="list-style-type: none"> • San Francisco Municipal Transportation Agency’s (SFMTA’s) Folsom Streetscape (\$3,043,238) • Transportation Authority’s Planning, Programming, and Monitoring (\$160,170) <p>SUMMARY</p> <p>On April 8, 2021, the Metropolitan Transportation Commission (MTC) released guidelines for the 2021 Mid-Cycle RTIP to program federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds for the Bay Area. San Francisco’s share of available funds is \$3,203,408. As San Francisco’s Congestion Management Agency, the Transportation Authority is responsible for programming San Francisco’s county share RTIP funds. The Board has long standing RTIP priorities (Attachment 1) which designate the Central Subway as the highest priority for the next \$32,712,892 in RTIP funds. We cannot program RTIP funds directly to the Central Subway because all the contracts have been awarded. Thus, we are honoring the commitment by programming RTIP to other SFMTA RTIP-eligible projects. SFMTA has requested that we program the funds to the construction phase of the Folsom Streetscape project, which will improve bicycle and pedestrian safety and transit reliability on Folsom Street between 2nd and 11th streets. This programming is ultimately subject to approval by the MTC and the California Transportation Commission (CTC).</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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BACKGROUND

With the passage of the federal CRRSAA, California is slated to receive \$912 million in COVID-19 relief funds administered by the Federal Highway Administration. For these funds, the CTC approved a 60% state/40% region split. For the regional funds, the CTC authorized \$243 million to be distributed through the State Transportation Improvement Program (STIP), the state's spending program for state and federal funding, as follows: 75% through RTIPs statewide (\$182 million) and 25% through the Interregional Improvement Program (ITIP) (\$61 million). The STIP is typically a five-year investment plan for state transportation money that is updated every two years by the CTC. The current STIP was adopted in 2020 covering Fiscal Years 2020/21-2024/25. This mid-cycle program was developed to distribute the funds equitably across the state to make up funding shortfalls in existing transportation programs due to the impacts of the COVID-19 pandemic.

The RTIP, developed by the MTC for the nine county Bay Area region and by other agencies elsewhere in California, can fund a broad range of projects from a bike path to highway redesigns or rail line extensions. The remaining portion of the STIP is a statewide spending plan known as the ITIP, which is developed by the state department of transportation (Caltrans) to fund projects that connect metro areas or cross regional boundaries.

San Francisco's Remaining RTIP Commitments. In 2005, the Transportation Authority Board adopted a list of San Francisco RTIP priorities to help fund some of the major capital projects in the Prop K Expenditure Plan. Attachment 1 shows the three remaining RTIP priorities: Central Subway (first priority), payback to MTC of an advance for Presidio Parkway (Doyle Drive) (second priority), and the Caltrain Downtown Extension.

DISCUSSION

For the 2021 Mid-Cycle RTIP, San Francisco has a total of \$3,203,408 that can be programmed in Fiscal Years 2021/22 through 2023/24 to RTIP-eligible projects. As CMA, the Transportation Authority must submit its Board approved 2021 Mid-Cycle RTIP priorities to MTC by May 31, 2021.

Our staff recommendations for Mid-Cycle RTIP programming are summarized in Attachments 2 and 3 and described below. The Project Programming Request forms for the recommended San Francisco projects, which contain basic information about scope, schedule, budget, and funding plans, are in Attachment 4.

Planning, Programming and Monitoring (PPM) (\$160,170): CTC guidelines allow up to 5% of RTIP funds to be used for PPM activities such as regional transportation planning, program development, and oversight of state and federally funded projects. In typical STIP cycles, MTC and the CMAs split the PPM funds in recognition of the role each agency plays in advancing the state's transportation goals. However, for the 2021 Mid-Cycle RTIP, MTC will not withhold funds from each county's PPM for regional PPM activities; therefore, the CMAs may allocate their entire 5% for their county's PPM activities. We have primarily used our PPM funds to support project delivery oversight of regionally significant major capital projects such as the Central Subway, Transbay Transit Center, and Caltrain Electrification. Per MTC guidelines,



\$160,170 in new PPM programming is available to the Transportation Authority, leaving \$3,043,238 in RTIP funds to program to a San Francisco project, as shown in Attachment 2.

Folsom Streetscape Project (\$3,043,238) - Construction: We recommend programming the remaining \$3,043,238 in Mid-Cycle RTIP funds to the construction phase of the SFMTA's Folsom Streetscape project. The project will improve bicycle and pedestrian safety and transit reliability on Folsom Street between 2nd and 11th streets. The scope includes construction of a two-way protected bikeway, upgraded bicycle and vehicle signals, bulb-outs and raised crosswalks, new midblock crosswalks, a transit-only lane, transit boarding islands, and improved curb management. The scope also includes public realm improvements such as landscaped medians, decorative pavement, cultural district signs and plaques, and additional streetlights. Design will be at 99% complete in May 2021 and the SFMTA plans to award the construction contract by February 2022.

The Folsom Streetscape total project cost is \$36,340,000 with a construction phase cost of \$28,240,000. The project has been successful at securing a number of discretionary grants for construction and the recommended Mid-Cycle RTIP funds would close the remaining funding gap. The project has secured \$6.4 million in developer fees, \$5.7 million from a state Affordable Housing Sustainable Communities grant, and \$1 million in Prop B General Funds. Additionally, on March 23, 2021, the Board recommended nominating this project for \$5 from MTC's Safe and Seamless Mobility Quick-Strike Program. MTC staff supports this request, and the MTC Commission is expected to approve the Quick-Strike program in June 2021. SFMTA had sought \$12 million in ATP funds, but was only recommended to receive \$7.04 million in regional ATP funds by MTC. Given the partial ATP award and that development fees in the project's funding plan have been slow to materialize due to the COVID-19 pandemic, the project is a good fit to receive relief funds meant to make up funding shortfalls in existing transportation programs due to the impacts of the COVID-19 pandemic.

Timely Use of Funds and Other Requirements. Per CTC guidelines, RTIP funds must be allocated by the CTC in the year they are programmed, and sponsors may not incur costs against RTIP funds or award a contract for work to be performed prior to allocation. Further, projects must have a fully funded phase (e.g. construction) to receive an allocation and must be ready to award a contract within six months of allocation. These and other eligibility requirements narrowed the list of potential SFMTA projects that were good candidates for the 2021 Mid-Cycle RTIP. The Folsom Streetscape project easily rose to the top of the list as the Mid-Cycle RTIP funds will fully fund the construction phase and the project already has to comply with CTC guidelines since it has ATP funds which are also administered by the CTC.

Next Steps. After the Board adopts San Francisco's 2021 Mid-Cycle RTIP Program of Projects, we will submit it to MTC by its May 31, 2021 deadline. Due to the tight schedule for programming of these funds, the MTC Programming and Allocations Committee is expected to have an information item on the Mid-Cycle RTIP on May 12 and to approve programming recommendations on June 16. The CTC will consider programming the funds at its June 2021 meeting. If approved, SFMTA would be able to allocate the funds for the Folsom Streetscape project in August 2021.



CTC is beginning the process for the 2022 STIP. Assuming the schedule is similar to prior years, we anticipate returning to the Board in Fall 2021 with a recommended program of projects for the 2022 STIP.

FINANCIAL IMPACT

The recommended action would not have an impact on the proposed amended FY 2020/21 budget, schedule for final approval on April 27. The proposed PPM funds are included in the agency's proposed FY 21/22 budget.

CAC POSITION

The CAC will consider this item at its April 28, 2021 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Remaining RTIP Commitments
- Attachment 2 - 2021 Mid-cycle RTIP New Funds Available for San Francisco
- Attachment 3 - Proposed Program of Projects
- Attachment 4 - Project Programming Request Forms (2)

Attachment 1
San Francisco County Transportation Authority
Draft Remaining Regional Improvement Program (RIP) Commitments¹
Pending Amendment in May 2021

Project²	Initial RIP Commitment	Current Remaining RIP Commitment	Proposed New Funds	Proposed Remaining RIP Commitment
Presidio Parkway [Fulfilled]	\$84,101,000	\$0		\$0
Central Subway [SFCTA 1st priority] ³	\$92,000,000	\$32,712,892	\$3,043,238	\$29,669,654
MTC STP/CMAQ Advance for Presidio Parkway [SFCTA 2nd priority] ⁴	\$34,000,000	\$34,000,000		\$34,000,000
Caltrain Downtown Extension to a New Transbay Transit Center [SFCTA 3rd priority]	\$28,000,000	\$17,847,000		\$17,847,000
Caltrain Electrification [Fulfilled]	\$24,000,000	\$0		\$0
Total	\$262,101,000	\$84,559,892	\$3,043,238	\$81,516,654

¹ Based on Transportation Authority Board-adopted priorities (Resolution 14-25, Approved October 22, 2013).

² Acronyms include California Transportation Commission (CTC), Congestion Mitigation and Air Quality (CMAQ), Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA), and Surface Transportation Program (STP).

³ Central Subway is currently the SFCTA's highest priority for future RIP funds. Since the RIP funds were unavailable when SFMTA was awarding the construction contracts, we are honoring this commitment by programming new RIP funds when they become available to other SFMTA eligible projects to comply with CTC guidelines or by programming other SFCTA funds to Central Subway.

Staff is proposing to program the \$3,043,238 in available 2021 Mid-Cycle RIP funds to SFMTA for the Folsom Streetscape project, reducing the outstanding commitment to the Central Subway by a commensurate amount.

⁴ Through Resolution 12-44, the SFCTA 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 the second priority after the Central Subway.

Attachment 2

2021 Mid-Cycle Regional Transportation Improvement Program (RTIP) Augmentation New Funds Available for San Francisco

The 2021 Mid-Cycle RTIP makes new programming available for the current RTIP which covers the five-year period of Fiscal Years (FYs) 2020/21 – 2024/25. Augmentation funds are available as soon as FY 2021/22.

Programming Category	San Francisco County Share – New Programming	Eligible Activities
Planning, Programming, and Monitoring (PPM)	\$160,170	Up to 5% allowable per the county share for PPM activities including regional transportation planning, program development, and project monitoring.
Capital Projects	\$3,043,238	Capital projects to improve transportation, including highways, local roads, and bicycle and pedestrian facilities, and transit projects. Can fund environmental, design, right of way and construction phases.
Total:	\$3,203,408	

Attachment 3

San Francisco 2021 Mid-Cycle Regional Transportation Improvement Program (RTIP) Programming Priorities - Proposed

		Project Totals by Fiscal Year (\$ 1,000's)				
Agency ¹	Project	Total	FY 2021/22	FY 2022/23	FY 2023/24	Phase
New 2021 Mid-Cycle RTIP Programming Priorities						
SFMTA	Folsom Streetscape	\$3,043	\$3,043			Construction
SFCTA	Planning, programming, and Monitoring	\$160	\$160			n/a
Proposed 2021 Mid-Cycle RTIP Programming		\$3,203	\$3,203			
Total 2021 Mid-Cycle RTIP Funds Available		\$3,203				
Surplus/(Shortfall)		\$0				

¹ Acronyms include the San Francisco County Transportation Authority (SFCTA) and the San Francisco Municipal Transportation Agency (SFMTA).

Amendment (Existing Project) Yes					Date:	04/14/21	
District	EA	Project ID		PPNO	MPO ID		
04		0420000372		2007	SF-170002		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency			
SF				San Francisco County Transportation Authority			
				MPO	Element		
				MTC	LA		
Project Manager/Contact		Phone		E-mail Address			
Amber Crabbe		(415)522-4801		amber.crabbe@sfcta.org			
Project Title							
Planning, Programming and Monitoring							
Location (Project Limits), Description (Scope of Work)							
Planning, Programming and Monitoring							
Component							
Implementing Agency							
PA&ED	San Francisco County Transportation Authority						
PS&E							
Right of Way							
Construction	San Francisco County Transportation Authority						
Legislative Districts							
Assembly:	17,19		Senate:	11		Congressional:	12,14
Project Benefits							
The project supports timely project management and oversight.							
Purpose and Need							
The purpose and need of the funds include monitoring STIP project implementation, including timely use of funds, project delivery, and compliance with State law and the California Transportation Commissioners guidelines.							
Category		Outputs			Unit	Total	
NHS Improvements	No		Roadway Class			Reversible Lane analysis	N
Inc. Sustainable Communities Strategy Goals			Y		Reduces Greenhouse Gas Emissions		N
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type				
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 11 May 2020 v8.01k)

Date: 04/14/21

District	County	Route	EA	Project ID	PPNO	
04	SF			0420000372	2007	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	65							65	San Francisco County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									San Francisco County
R/W									
CON	5,052	260	259	259	46	199		6,075	San Francisco County
TOTAL	5,117	260	259	259	46	199		6,140	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,052	260	419	259	46	199		6,235	
TOTAL	5,117	260	419	259	46	199		6,300	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	65							65	MTC
PS&E									\$52 CON voted 01/26/01
R/W SUP (CT)									\$58 CON voted 05/21/03
CON SUP (CT)									\$59 CON voted 02/26/04
R/W									\$65 PAED voted 07/14/05
CON	5,052	260	259	259	46	199		6,075	\$65 CON voted 03/15/07
TOTAL	5,117	260	259	259	46	199		6,140	\$466 CON voted 07/26/07
									\$541 CON voted 07/24/08
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,052	260	419	259	46	199		6,235	
TOTAL	5,117	260	419	259	46	199		6,300	

Amendment (Existing Project) No		Date: 4/24/21			
District	EA	Project ID	PPNO	MPO ID	
04					
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency	
SF	Folsom Street			San Francisco Municipal Transportation Agency	
				MPO	
				Element	
				MTC	
				Capital Outlay	
Project Manager/Contact		Phone		E-mail Address	
Thalia Leng		415-701-4762		thalia.leng@sfmta.com	
Project Title					
Folsom Streetscape Project					
Location (Project Limits), Description (Scope of Work)					
In San Francisco, on Folsom Street from 2nd Street to 11th Street.					
Construct a permanent two-way separated bikeway using a concrete island, add traffic and corridor wide bike signals, removal of one to two eastbound vehicle travel lanes, protected corners at intersections, corner bulb-outs, raised crosswalks at alleyways, mid-block crosswalks and crosswalks at alleyways and minor streets, a transit only lane, transit boarding islands, and improved curb management.					
Component		Implementing Agency			
PA&ED		San Francisco Municipal Transportation Agency			
PS&E		San Francisco Municipal Transportation Agency			
Right of Way		San Francisco Municipal Transportation Agency			
Construction		San Francisco Municipal Transportation Agency			
Legislative Districts					
Assembly:	17	Senate:	11	Congressional:	
				12	
Project Benefits					
Folsom Streetscape Project will transform Folsom St. between 2nd and 11th Sts. into a Complete Street. The project benefits include improving traffic safety for pedestrians and bicyclists, close transportation gaps, support growth of the neighborhood by making alternative modes more attractive and comfortable, and ensuring that existing residents and disadvantaged communities that rely on walking, biking and transit are not disenfranchised in terms of transportation.					
Purpose and Need					
There is increasing traffic and safety issues on Folsom Street. This project will completely transform Folsom Street and redesign the transportation infrastructure to address these issues and improve safety and comfort for active transportation users of all ages.					
Category		Outputs		Unit	Total
Active Transportation		Bicycle lane-miles		Miles	2.2
Active Transportation		Sidewalk miles		LF	3188
Active Transportation		Intersections modified		EA	20
NHS Improvements	No	Roadway Class		Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes
Project Milestone				Existing	Proposed
Project Study Report Approved				12/17/18	
Begin Environmental (PA&ED) Phase					09/01/16
Circulate Draft Environmental Document		Document Type	EIR		12/03/18
Draft Project Report					01/01/19
End Environmental Phase (PA&ED Milestone)					09/05/21
Begin Design (PS&E) Phase					07/01/19
End Design Phase (Ready to List for Advertisement Milestone)					09/18/21
Begin Right of Way Phase					06/01/21
End Right of Way Phase (Right of Way Certification Milestone)					09/05/21
Begin Construction Phase (Contract Award Milestone)					02/18/22
End Construction Phase (Construction Contract Acceptance Milestone)					06/24/24
Begin Closeout Phase					08/01/24
End Closeout Phase (Closeout Report)					03/01/25

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 4/24/21

Additional Information

Project Benefits: The Folsom Streetscape Project will transform Folsom Street between 2nd and 11th Streets into a Complete Street. The project benefits include improving traffic safety for pedestrians and bicyclists, closing transportation gaps, supporting growth of the neighborhood by making alternative modes more attractive and comfortable, and ensuring that existing residents and disadvantaged communities that rely on walking, biking and transit are not disenfranchised in terms of transportation. This project ensures that walking, bicycling and transit remain safe, can operate efficiently, and are prioritized over vehicular traffic.

Project Purpose and Need: The Folsom Streetscape Project is a transformative Complete Streets project that will substantially improve traffic safety and livability in San Francisco's South of Market (SoMa) Neighborhood, the densest, most diverse, and continuously growing neighborhood in San Francisco. The project area, which includes disadvantaged communities, is Folsom Street between 2nd and 11th Streets. This segment of Folsom Street is on San Francisco's Vision Zero High Injury Network, the 13% of streets that account for 75% of the total severe and fatal traffic collisions in San Francisco. Almost half (45%) of the total collisions in the project area involved a person walking or biking.

In 2018, the San Francisco Municipal Transportation Agency (SFMTA) implemented traffic safety improvements using temporary materials through a Quick-Build project. This addressed the community need for immediate solutions to the severity of traffic safety issues along the corridor while the longer term and more permanent Project finished detailed design. The Quick-Build phase on Folsom Street installed a temporary parking protected bikeway, loading improvements, intersection daylighting, and temporary transit boarding islands.

The new Folsom Street will include a permanent two-way separated bikeway using a concrete island, added traffic and corridor wide bike signals, the removal of one to two eastbound vehicle travel lanes, protected corners at intersections, corner bulb-outs, raised crosswalks at alleyways, mid-block crosswalks and crosswalks at alleyways and minor streets, a transit only lane, transit boarding islands, and improved curb management. The Project enhances the public realm by providing tree-lined medians and Civic Amenity Zones, which are pedestrian spaces with customized pavers, historic plaques, district street signs, and gateway elements celebrating the diverse communities centered along Folsom Street.

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