

San Francisco County Transportation Authority

BD051121

RESOLUTION APPROVING SAN FRANCISCO'S PROGRAM OF PROJECTS FOR THE 2021 MID-CYCLE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, As Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for programming San Francisco's county share of Regional Transportation Improvement Program (RTIP) funds, subject to approval by the Metropolitan Transportation Commission (MTC) and the California Transportation Commission (CTC); and

WHEREAS, The State Transportation Improvement Program (STIP) is a five-year investment plan for state transportation money, distributed through the RTIP and the Interregional Improvement Program, and is typically updated every two years by the CTC;

WHEREAS, The current STIP was adopted in 2020 and covers Fiscal Years 2020/21through 2024/25; and

WHEREAS, On April 8, 2021, the 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; and

WHEREAS, This mid-cycle program was developed to distribute the CRRSAA funds equitably across the state to help address funding shortfalls in existing transportation programs due to the impacts of the COVID-19 pandemic; and

WHEREAS, As Congestion Management Agency for San Francisco, the Transportation Authority is responsible for prioritizing San Francisco's share of RTIP funds and to guide that process, the agency has longstanding RTIP priorities (Attachment 1) which designate the San Francisco Municipal Transportation Agency's (SFMTA's) Central Subway as the highest priority for the next \$32,712,892 in RTIP funds; and

WHEREAS, Per CTC guidelines, the Transportation Authority cannot program RTIP funds directly to the Central Subway because all the contracts have been awarded; thus, the Transportation Authority honors this commitment by programming RTIP to other SFMTA RTIPeligible projects; and

WHEREAS, 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 and the Transportation Authority must submit its Board approved 2021 Mid-Cycle RTIP priorities



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to MTC by May 31, 2021; and

WHEREAS, CTC guidelines allow up to 5% of RTIP funds to be used for Planning, Programming, and Monitoring (PPM) activities such as regional transportation planning and oversight of state and federally funded projects, and staff has proposed programing the full 5% allowable or \$160,170 in new PPM programming, leaving \$3,043,238 in RTIP funds to program to a San Francisco project; and

WHEREAS, At SFMTA's request and after evaluating the project against the CTC's and MTC's guidelines, Transportation Authority staff recommended programming the remaining \$3,043,238 in RTIP funds to the construction phase of the SFMTA's Folsom Streetscape project, which will improve bicycle and pedestrian safety and transit reliability on Folsom Street between 2nd and 11th streets, as shown in Attachment 3; and

WHEREAS, Attachment 3 contains additional detail on the scope, schedule, cost and funding for the PPM funds and the Folsom Streetscape project; and

WHEREAS, At its April 28, 2021 meeting, the Citizens Advisory Committee was briefed on the staff recommended 2021 Mid-Cycle RTIP Program of Projects and unanimously adopted a motion of support for the staff recommendation; now, therefore let it be

RESOLVED, That the Transportation Authority hereby approves San Francisco's program of projects for the 2021 Mid-Cycle RTIP as summarized in Attachment 2; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to MTC by its deadline and to all other relevant agencies and interested parties.

Attachments:

- Attachment 1 Remaining RTIP Commitments
- Attachment 2 Proposed Program of Projects
- Attachment 3 Project Programming Request Forms (2)

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

Project ²	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.

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

		Proje	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 M	id-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).

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION **PROJECT PROGRAMMING REQUEST**

Amendment (Existing									
	Project) Ye	s					Date:	04	/14/21
District	EA	Project	ID	PPNO	MPO ID)			
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County R	Route/Corridor	PM Bk	PM Ahd		Nominat	ting Age	ncy		
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Project Manag		Pho	one			I Addres	-		
Amber C	rabbe	(415)52	22-4801		amber.cral	bbe@sfc	<u>ta.org</u>		
Project Title									
Planning, Programmin	g and Monitoring	g							
Location (Project Lir	nits), Descripti	on (Scope of	Work)						
Component				Implementi	na Agency				
PA&ED	San Francisco	County Trans	portation Auth	-	<u></u>				
PS&E		,		,					
Right of Way									
Construction	San Francisco	County Trans	portation Auth	ority					
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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION **PROJECT PROGRAMMING REQUEST**

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

DTP-0001 (Revised 11 May 2020 v8.01k)											
District	County	Route	EA	Project ID	PPNO						
04	SF			0420000372	2007						
Project Title:	Planning, Programming	and Monitoring									

		Exis	ting Total P	roject Cost	t (\$1,000s)				
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
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	
		Prop	osed Total I	Project Cos	st (\$1,000s)				Notes
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									1
CON	5,052	260	419	259	46	199		6,235]
TOTAL	5,117	260	419	259	46	199		6,300	I

Fund No. 1:	RIP - State	Cash (ST-C	ASH)						Program Code
			Existing F	unding (\$1,0	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	МТС
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 \$65 PAED voted 07/14/05
R/W									\$65 CON voted 03/15/07
CON	5,052	260	259	259	46	199		6,075	\$466 CON voted 07/26/07
TOTAL	5,117	260	259	259	46	199		6,140	\$541 CON voted 07/24/08
			Proposed F	unding (\$1	,000s)				Notes
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									1
R/W									1
CON	5,052	260	419	259	46	199		6,235	
TOTAL	5,117	260	419	259	46	199		6,300	1

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION PROJECT PROGRAMMING REQUEST



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SF	Folsom Stre	el				an Francisco M	unicipal T	ranspo	÷	
					M	PO			Eleme	ent
					M	ТС			Capital C	Outlay
Project M	anager/Contact		Ph	one		E	-mail Add	Iress		
Tł	alia Leng		415-70)1-4762		thalia	.leng@sf	mta.co	m	
Project Title	3									
olsom Streetsca	no Project							_		
	. ,		C14							
	t Limits), Descri on Folsom Street									
astbound vehicle	travel lanes, prot	ected cor	ners at inte	ersections, co	island, add traffic rner bulb-outs, rai boarding islands,	sed crosswalks	at alleywa	ays, mi	id-block cro	
component						ing Agency				
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ADA Notice

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PROJECT PROGRAMMING REQUEST

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

Additional Information

Date: 5/7/21

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.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION **PROJECT PROGRAMMING REQUEST**

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

DTP-0001 (Revi	sed 13 Aug 2019 v8.01g)					Date:	5/7/21
District	County	Route	EA	Project ID	PPNO		
04	SF	Folsom Street					
Project Title:	Folsom Streetscape Pro	ject					

	_	Exis	ting Total P	roject Cost	(\$1,000s)		_		
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)	1,300	500						1,800	San Francisco Municipal
PS&E	2,300	4,000						6,300	San Francisco Municipal
R/W SUP (CT)									San Francisco Municipal
CON SUP (CT)									San Francisco Municipal
R/W									San Francisco Municipal
CON			14,983	4,750	5,464			25,197	San Francisco Municipal
TOTAL	3,600	4,500	14,983	4,750	5,464			33,297	
		Prop	osed Total I	Project Cos	t (\$1,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,043					3,043	
TOTAL			3,043					3,043	I

Fund No. 1:	ATP Funds	Infrastruct	ure Cycle 5						Program Code
			Existing F	unding (\$1,	000s)				
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			7,040					7,040	
TOTAL			7,040					7,040	
			Proposed I	Funding (\$1	,000s)	•	-		Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 2:	Developer F	ees							Program Code
	-		Existing F	unding (\$1,	000s)				
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	1,300	500						1,800	San Francisco Planning Department
PS&E	2,300	4,000						6,300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,227	750	4,464			6,441	
TOTAL	3,600	4,500	1,227	750	4,464			14,541	
			Proposed I	Funding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									I

Fund No. 3:	Prop B								Program Code
			Existing F	unding (\$1,	000s)				
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									City and County of San Francisco
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					1,000			1,000	
TOTAL					1,000			1,000	
			Proposed	Funding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									[

Fund No. 4:	STIP								Program Code
			Existing F	unding (\$1,	000s)				
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed I	Funding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,043					3,043	
TOTAL			3,043					3,043	

Fund No. 5:	AHSC								Program Code
	-		Existing F	unding (\$1,0	000s)				
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Strategic Growth Council
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,716	4,000				5,716	
TOTAL			1,716	4,000				5,716	
			Proposed F	Funding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

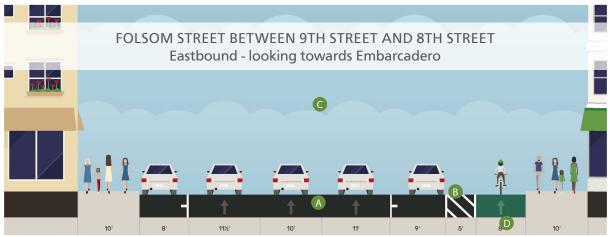
Fund No. 6:	Safe and Seamless Mobility Quick-Strike Program (planned)							Program Code	
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	1								
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,000					5,000	
TOTAL			5,000					5,000	
			Proposed I	Funding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									



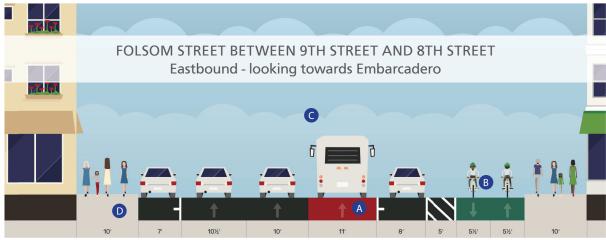
Folsom Street - Cross Sections

TYPICAL CROSS SECTION BETWEEN 8TH TO 11TH STREETS

EXISTING CONDITIONS



PROPOSED IMPROVEMENTS



EXISTING CONDITIONS

- A Four travel lanes create a wide, high-speed street with little pedestrian infrastructure
- B Intersection conflicts between turning vehicles and through bicycles
- Congested and unpredictable travel patterns
- Bicycle lane only runs one way along this corridor

PROPOSED IMPROVEMENTS

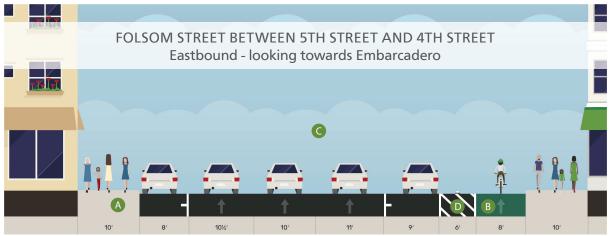
- A Convert one travel lane to a transit-only lane with transit boarding islands along corridor
- B Expand bicycle lane to two-way for access to other bike connections
- C Upgrade traffic signals and improve crossing at alleyways
- Install better pedestrian safety features at intersections and crossings



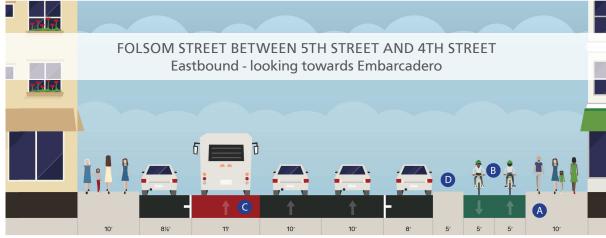
Folsom Street - Cross Sections

TYPICAL CROSS SECTION BETWEEN 5TH TO 2ND STREETS

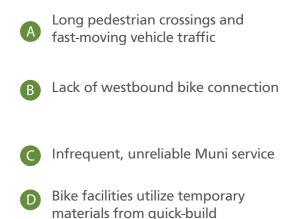
EXISTING CONDITIONS



PROPOSED IMPROVEMENTS



EXISTING CONDITIONS



PROPOSED IMPROVEMENTS

- A Pedestrian bulb-outs that shorten crossing distances and increase visibility
- B Two-way protected bikeway to reduce conflicts with vehicles/bikes in the opposite direction
- C Dedicated transit-only lane with increased service
- Permanent, better-protected bike facilities to encourage wider bicycle use



1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

Memorandum

AGENDA ITEM 7

DATE:	April 29, 2021
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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

RECOMMENDATION \Box Information \boxtimes Action

Approve San Francisco's Program of Projects for the 2021 Mid-Cycle Regional Transportation Improvement Program (RTIP) for:

- San Francisco Municipal Transportation Agency's (SFMTA's) Folsom Streetscape (\$3,043,238)
- Transportation Authority's Planning, Programming, and Monitoring (\$160,170)

SUMMARY

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).

 \Box Fund Allocation

- \boxtimes Fund Programming
- □ Policy/Legislation
- □ Plan/Study
- Capital Project Oversight/Delivery
- □ Budget/Finance
- □ Contract/Agreement
- □ 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.

<u>Planning, Programming and Monitoring (PPM) (\$160,170):</u> 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,



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\$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.

<u>Folsom Streetscape Project (\$3,043,238) - Construction</u>: 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, 2021deadline. 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.



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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 amended FY 2020/21 budget. The proposed PPM funds are included in the agency's proposed FY 21/22 budget.

CAC POSITION

The CAC considered this item at its April 28, 2021 meeting and unanimously adopted a motion of support.

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)

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	