

**THIS PRINT COVERS CALENDAR ITEM NO. : 10.2**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Finance and Information Technology

**BRIEF DESCRIPTION:**

Adopting a Resolution of Local Support for the first tranche of State Transportation Improvement Program (STIP) funding in the amount of \$12,498,000 to be programmed for the Central Subway Project by the California Transportation Commission in the 2014 STIP.

**SUMMARY:**

- On April 19, 2011, the SFMTA Board adopted a \$1,578,300,000 funding plan for the Central Subway Project that includes funding from various sources, including the STIP.
- For the Bay Area, the Metropolitan Transportation Commission (MTC) submits a nine-county Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC) for inclusion in the STIP.
- The Transportation Authority is recommending to MTC that the Central Subway project receive \$12,498,000 of STIP funding in FY2018. This is the entire amount of STIP funding available to San Francisco for the next five years.
- As part of the fund programming process, MTC requires that the grantee adopt a Resolution of Local Support for the projects to be funded that stipulates how the SFMTA will comply with MTC's policies.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Original Central Subway Project Funding Plan

**APPROVALS:**

**DATE**

DIRECTOR \_\_\_\_\_

11/12/13

SECRETARY \_\_\_\_\_

11/12/13

**ASSIGNED SFMTAB CALENDAR DATE:** November 19, 2013

**PURPOSE**

The purpose of this calendar item is for the SFMTA Board to adopt a Resolution of Local Support for the first tranche of STIP funding in the amount for \$12,498,000 to be programmed to the Central Subway Project by the California Transportation Commission in the 2014 STIP.

**GOAL**

This action supports the following SFMTA Strategic Plan Goals and Objectives:

Goal 2: Make transit, walking, bicycling, taxi, ridesharing & carsharing the preferred means of travel.

Objective 2.1: Improve customer service and communications.

Objective 2.3: Improve use of all non-private auto modes.

Goal 3: Improve the environment and quality of life in San Francisco.

Objective 3.2: Increase the transportation system's positive impact on the economy.

Objective 3.3: Allocate capital resources effectively.

Objective 3.5: Reduce capital and operating structural deficits.

**DESCRIPTION**

On April 19, 2011, the SFMTA Board adopted a \$1,578,300,000 funding plan for the Central Subway Project (Project). The funding plan includes various sources needed to support the Project, including \$88,000,000 from the STIP. The action today is to adopt a Resolution of Local Support for the first tranche of STIP funding in the amount for \$12,498,000 be programmed to the Project by the California Transportation Commission (CTC) in the 2014 STIP now being developed.

The STIP reflects State and regional transportation investment priorities. For the Bay Area, the Metropolitan Transportation Commission (MTC) submits a nine-county Regional Transportation Improvement Program (RTIP) to the CTC for development of the STIP. Within San Francisco, the San Francisco County Transportation Authority is recommending to MTC that the Project receive \$12,498,000 of STIP funding in FY2018 (from funds programmed in the 2014 STIP). This is the entire amount of STIP funding available to San Francisco for the next five years.

MTC requires that the SFMTA Board of Directors approve a Resolution of Local Support for the Project, acknowledging the following conditions:

1. That any cost increases must be funded by the SFMTA, in accordance with agreements between SFMTA and the San Francisco County Transportation Authority and that the SFMTA does not expect any cost increases to be funded with additional regional discretionary funds for the 2014 STIP Fund Estimate;

2. That the SFMTA will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised);
3. That the SFMTA will implement the project as described in the application submitted for the funds and in this resolution, subject to environmental clearance, and if approved, for the amount programmed in the MTC federal Transportation Improvement Program (TIP);
4. That the SFMTA will have adequate staffing resources to deliver and complete the project within the schedule submitted with the project application;
5. That the SFMTA will comply with all project-specific requirements as set forth in the STIP program;
6. That the SFMTA will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of the MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
7. That State law requires the project to be included in a local congestion agency management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency.

#### **ALTERNATIVES CONSIDERED**

The other alternatives are not to pursue the STIP funds, which will leave the SFMTA's capital program in deficit, or to find alternative funds from other capital programs to fund the proposed projects.

#### **FUNDING IMPACT**

The approved \$1,578,300,000 funding plan for the Project is attached. The funding plan is subject to change based upon the Project schedule and the receipt of funds. Since the funding plan's adoption, the SFCTA has changed the funding distribution for two funding sources under its programming authority. The \$88,000,000 was a combination of \$68,278,000 in STIP funds and \$19,722,000 in State Prop 1B State Local Partnership Program funds originally identified in the April 2011 approved funding plan. Subsequently, the SFCTA changed its commitment to fund the entire \$88,000,000 with STIP funds.

The remaining \$75.5M in STIP funds will be programmed by the California Transportation Commission in future two-year STIP cycles. The SFMTA and SFCTA are exploring a number of solutions to bridge the funding gap since the funds will likely not arrive prior to the completion of the project.

#### **OTHER APPROVALS RECEIVED OR STILL REQUIRED**

MTC is scheduled to approve the final list of STIP-funded projects on December 18, 2013. MTC will forward the list of recommended STIP projects to the CTC for approval at its March 20,

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2014 meeting. At that time, CTC can accept or reject the MTC's list of projects but it cannot amend the list.

The City Attorney has reviewed this report.

**RECOMMENDATION**

Staff recommends that the SFMTA Board adopt a Resolution of Local Support for the first tranche of STIP funding in the amount for \$12,498,000 to be programmed to the Project by the CTC in the 2014 STIP.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (Public Law 112-141, July 6, 2012), and any extensions or successor legislation for continued funding (collectively, MAP 21), authorize various federal funding programs administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) including, but not limited to the Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and/or Transportation Alternatives (TA) funding (herein collectively referred to as Regional Discretionary Funding or State Transportation Improvement Program (STIP) funding (23 U.S.C. § 133); and

WHEREAS, State statutes, including California Streets and Highways Code Sections 182.6 and 182.7, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO); and

WHEREAS, Pursuant to MAP-21, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal funds for a project shall submit an application first with the appropriate MPO for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, The Metropolitan Transportation Commission (MTC) is the MPO for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of STP funds; and

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) is an eligible sponsor for STIP funding; and

WHEREAS, The SFMTA has submitted an application to the MTC for \$12,498,000 million in federal STIP funding for the Central Subway Project (Project); and

WHEREAS, As part of the application process for STIP funding, MTC requires a resolution adopted by the responsible implementing agency stating that: (1) the SFMTA will provide any required matching funds; (2) any cost increases must be funded by the SFMTA, in accordance with agreements between SFMTA and the San Francisco County Transportation Authority and that the SFMTA does not expect any cost increases to be funded with additional regional discretionary funds for the 2014 STIP Fund Estimate; (3) the Project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); (4) the SFMTA agrees to

complete the Project as described in the application, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); (5) the SFMTA will provide adequate staffing resources to deliver and complete the Project within the agreed schedule; (6) the SFMTA will comply with all Project-specific requirements as set forth in the STIP funding; (7) the SFMTA will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of the MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and (8) State law requires the Project to be included in a local congestion agency management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and now, therefore, be it

RESOLVED, That the SFMTA Board of Directors adopts a Resolution of Support for the Central Subway project under the STIP program of MAP 21, any extensions of MAP 21, or any successor legislation for continued funding; and be it further

RESOLVED, That the SFMTA Board of Directors, by adopting this Resolution, does state that (1) the SFMTA will provide any required matching funds; (2) any cost increases must be funded by the SFMTA, in accordance with agreements between SFMTA and the San Francisco County Transportation Authority and that the SFMTA does not expect any cost increases to be funded with additional regional discretionary funds for the 2014 STIP Fund Estimate; (3) the Project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); (4) the SFMTA agrees to complete the Project as described in the application, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); (5) the SFMTA will provide adequate staffing resources to deliver and complete the Project within the agreed schedule; (6) the SFMTA will comply with all Project-specific requirements as set forth in the STIP funding; (7) the SFMTA will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of the MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and (8) State law requires the Project to be included in a local congestion agency management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and be it further

RESOLVED, That a copy of this resolution will be transmitted to the MTC in support of the Project; and be it further

RESOLVED, That the SFMTA Board requests the MTC to support the programming of \$12,498,000 of STIP funds to the Central Subway Project for the 2014 STIP.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 19, 2013.

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Secretary, Board of Directors  
San Francisco Municipal Transportation Agency

Central Subway Full Funding Plan Approved April 2011					
Fund Source and Status	Phase: Preliminary Engineering / Environmental	Phase: Final Design	Phase: Right of Way	Phase: Construction & Vehicles	Total
<b>Federal - New Starts</b>					
Allocated	\$36,936,758	\$35,478,726	\$0	\$0	\$72,415,484
Programmed	\$0	\$0	\$0	\$0	\$0
Planned	\$0	\$20,000,000	\$0	\$849,784,516	\$869,784,516
<b>New Starts Total</b>					\$942,200,000
<b>Federal - Congestion Mitigation and Air Quality Improvement (CMAQ)</b>					
Allocated	\$6,025,000	\$12,540,145	\$0	\$4,959,855	\$23,525,000
Programmed	\$0	\$0	\$0	\$17,500,000	\$17,500,000
Planned	\$0	\$0	\$0	\$0	\$0
<b>CMAQ Total</b>					\$41,025,000
<b>State Prop 1B PTMISEA</b>					
Allocated	\$0	\$8,834,306	\$6,498,994	\$5,737,428	\$21,070,728
Programmed	\$0	\$6,409,790	\$28,278,420	\$252,033,062	\$286,721,272
Planned	\$0	\$0	\$0	\$0	\$0
<b>Total Prop 1B PTMISEA</b>					\$307,792,000
<b>State Prop 1B State Local Partnership Program (SLPP)</b>					
Allocated	\$0	\$0	\$0	\$0	\$0
Programmed	\$0	\$0	\$0	\$19,722,000	\$19,722,000
Planned	\$0	\$0	\$0	\$0	\$0
<b>Total Prop 1B SLPP</b>					\$19,722,000
<b>State Prop 1A High Speed Rail Connectivity</b>					
Allocated	\$0	\$0	\$0	\$0	\$0
Programmed	\$0	\$0	\$0	\$61,308,000	\$61,308,000
Planned	\$0	\$0	\$0	\$0	\$0
<b>Total Prop 1A High Speed Rail Connectivity</b>					\$61,308,000
<b>State Transportation Improvement Program (STIP)</b>					
Allocated	\$0	\$0	\$0	\$0	\$0
Programmed	\$0	\$0	\$0	\$68,278,000	\$68,278,000
Planned	\$0	\$0	\$0	\$0	\$0
<b>Total STIP</b>					\$68,278,000
<b>State Traffic Congestion Relief Program (TCRP)</b>					
Allocated	\$5,000,000	\$9,000,000	\$0	\$0	\$14,000,000
Programmed	\$0	\$0	\$0	\$0	\$0
Planned	\$0	\$0	\$0	\$0	\$0
<b>Total TCRP</b>					\$14,000,000
<b>Local Prop K Transportation Sales Tax (Prop K)</b>					
Allocated	\$4,142,132	\$27,418,669	\$0	\$15,479,025	\$47,039,826
Programmed	\$0	\$0	\$0	\$76,935,174	\$76,935,174
Planned	\$0	\$0	\$0	\$0	\$0
<b>Total Prop K</b>					\$123,975,000
<b>Total Project Funding, All Sources</b>					
Allocated	\$52,103,890	\$93,271,846	\$6,498,994	\$26,176,308	\$178,051,038
Programmed	\$0	\$6,409,790	\$28,278,420	\$495,776,236	\$530,464,446
Planned	\$0	\$20,000,000	\$0	\$849,784,516	\$869,784,516
<b>Total Project Funding</b>	\$52,103,890	\$119,681,636	\$34,777,414	\$1,371,737,060	\$1,578,300,000

All non-New Starts funds have been committed to the project.

This funding plan is subject to change based on the Central Subway project schedule and the receipt of funds.

