

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 25-26, 2005

Reference No.: 2.1a.(16)  
Action Item

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Ref: **STIP AMENDMENT 04S-041**

The San Francisco County Transportation Authority (SFCTA) is requesting the California Transportation Commission (Commission) approve this State Transportation Improvement Program (STIP) amendment. This amendment was noticed at the April 2005 Commission meeting. This Action Item is proposed for the consent calendar at the May 2005 Commission meeting.

**Action Update:** At the April 13-14, 2005 Commission meeting, the Commission asked San Francisco County and the Department to develop a funding plan which would fully fund Right of Way for the Doyle Drive Replacement Project. This amendment has been revised to reflect full funding of Right of Way in FY 2008-09.

SFCTA proposes to reprogram a total of \$1,461,000 of Regional Improvement Program (RIP) Transportation Enhancement (TE) Construction funds programmed under the TE Reserve (PPNO 2007S) to three new projects as follows: \$276,000 in FY 2005-06 for Construction for the Rehabilitation of Historic Streetcar #1 (PPNO 2007X); \$105,000 in FY 2005-06 for Design (PS&E) and \$198,000 in FY 2006-07 for Construction for the Pedestrian Safety and Access Education Program project (PPNO 2007Y); and \$5,000 in FY 2005-06 for Environmental (PA&ED), \$78,000 in FY 2006-07 for PS&E, and \$799,000 in FY 2007-08 for Construction for the Stockton Street Tunnel Lighting and Pedestrian Improvements project (PPNO 2007Z). Additionally, SFCTA proposes to reprogram six AB 3090 Replacement projects (PPNOs: 1007A, 2014B, 2014F, 2014G, 2014M, and 2014P) totaling \$5,551,000 in RIP funds in FY ~~2007-08~~ **2008-09** to Right of Way (R/W) **and R/W Support** on the existing Doyle Drive Replacement Project (PPNO 0619A). The Metropolitan Transportation Commission concurs with this request.

## **RECOMMENDATION**

The Department of Transportation (Department) recommends approval.

**BACKGROUND**

SFCTA has \$2,712,000 in RIP TE Reserve (PPNO 2007S) funds programmed in FY 2005-06. If the Commission approves STIP Amendment 04S-025 at the April 2005 Commission meeting, \$1,251,000 of these funds will be reprogrammed leaving \$1,461,000 in FY 2005-06. SFCTA proposes to program three new projects using the remaining \$1,461,000 in RIP TE funds: the Rehabilitation of Historic Streetcar #1 (PPNO 2007X) (\$276,000); the Pedestrian Safety and Access Education project (PPNO 2007Y) (\$303,000); and the Stockton Street Tunnel Lighting and Pedestrian Improvement project (PPNO 2007 Z) (\$882,000).

**Rehabilitation of Historic Streetcar #1 (PPNO 2007X)**

San Francisco's Municipal Railway (MUNI) proposes to use the TE funds along with Regional Measure funds for the rehabilitation of a historically significant streetcar, Historic Streetcar #1. To continue the streetcar's active service, MUNI needs to replace and/or rebuild the mechanical systems and truck components, repair and rebuild the car body, and reupholster and repair the interior of the vehicle. Rehabilitation of Historic Streetcar #1 ensures that passengers can continue to participate in a unique riding experience and allows MUNI to maintain a limited number of active historic streetcars that contribute to the community's demand and need for convenient rail services in the downtown area.

**Pedestrian Safety and Access Education (PPNO 2007Y)**

The San Francisco Department of Parking and Traffic proposes to use TE funds to promote a city-wide campaign to improve pedestrian safety and access through education strategies to reduce pedestrian right of way violations by drivers and to reduce sidewalk obstructions, including illegally parked vehicles. This proposal will improve pedestrian safety and access by raising awareness about pedestrian right of way and accessibility issues and by replicating successful neighborhood level interventions. This project will ensure that news media and other community information channels highlight hazards to pedestrians and the steps needed to reduce the hazards.

**Stockton Street Tunnel Lighting and Pedestrian Improvements (PPNO 2007Z)**

The San Francisco Department of Public Works proposes to use TE funds for a pedestrian improvements project at the Stockton Street Tunnel. This project was identified during a community planning process convened by the Bay Area Rapid Transit (BART) and funded by the San Francisco Department of Public Works Environmental Justice (EJ) grant, as a way to improve pedestrian access to and from the downtown San Francisco BART Stations. Many residents, merchants, employees, and visitors of San Francisco Chinatown are dependent on transit. Safe access to transit services is essential to the quality of life. The Stockton Street Tunnel is a vital economic and physical link between the regional transportation network, downtown businesses, and San Francisco's Chinatown. The proposed project will implement solutions to problems identified by the EJ study to enhance the pedestrian environment in the tunnel by dramatically increasing light levels of sidewalks and stairways at each end and installing convex mirrors for pedestrian safety and security.

Reprogramming AB 3090 Replacements projects to Doyle Drive Replacement

This amendment proposes to reprogram six AB 3090 Replacement projects for \$5,551,000 in RIP funds in FY 2008-09 to the Doyle Drive Replacement project for R/W **and R/W Support** in FY 2008-09. The six AB 3090 Replacement projects are:

PPNO	Project	Amount
1007A	3rd Street Integrated TMS	\$700,000
2014B	Oak and Fell Streets ITMS	\$1,271,000
2014F	Median Refuges, 4 Intersections	\$50,000
2014G	Phelan Avenue at City College crosswalk	\$200,000
2014M	BART Talking Signs	\$1,080,000
2014P	Golden Gate Ferry Terminal Rehab	\$2,250,000
		<b>\$5,551,000</b>

The \$5,551,000 in RIP funds, **(\$2,000,000 R/W Support, \$3,551,000 R/W)** will be combined with ~~\$4,449,000~~ **\$6,449,000 for R/W** from local sales tax revenues for a total of ~~\$10,000,000~~ **\$12,000,000 for R/W and R/W Support** on the Doyle Drive Replacement project in FY 2008-09.

**RESOLUTION**

Resolved, that the California Transportation Commission revise the 2004 State Transportation Improvement Program at the end of the 30-day notice period as shown on the attachment.

Attachment

