



# AGENDA

## PLANS AND PROGRAMS COMMITTEE Meeting Notice

**Date:** 10:30 a.m., Tuesday, October 8, 2013  
**Location:** Room 263, City Hall  
**Commissioners:** Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

**CLERK:** Erika Cheng

1. **Roll Call**
2. **Approve the Minutes of the September 17, 2013 Meeting – ACTION\***
3. **Citizens Advisory Committee Report – INFORMATION\***

### Consent Calendar

4. **Recommend the Adoption of San Francisco's Project Priorities for the 2014 Regional Transportation Improvement Program – ACTION\***

As Congestion Management Agency for San Francisco, every two years the Transportation Authority is responsible for establishing project priorities for San Francisco's county share funds from the State Transportation Improvement Program (STIP), subject to approval by the Metropolitan Transportation Commission (MTC) through its Regional Transportation Improvement Program (RTIP) process. The revised 2014 STIP Fund Estimate, pending the California Transportation Commission's approval on October 8, contains \$13.305 million in new funds for San Francisco over the five-year STIP period covering Fiscal Years 2014/15 through 2018/19. As shown on Attachment 2, our recommendation for San Francisco's 2014 RTIP programming is to program \$12.498 million in project-specific Regional Improvement Program (RIP) funds to the San Francisco Municipal Transportation Agency for the Central Subway, and \$140,000 and \$667,000 in Planning, Programming and Monitoring funds to the MTC and the Transportation Authority, respectively. Consistent with MTC's 2014 RTIP Policies and Procedures, we did not issue a call for projects for RIP funds given the Transportation Authority's previously adopted RIP funding commitments (Attachment 1). Per Resolution 12-44, the Central Subway is the highest priority for RIP funds until our RIP commitment of \$88 million to the project is fulfilled. **We are seeking a recommendation to adopt San Francisco's project priorities for the 2014 RTIP.**

5. **Recommend Amendment of the Prop AA Strategic Plan – ACTION\***

In December 2012, the Transportation Authority Board approved the first Prop AA Strategic Plan including the programming of \$26.4 million in Prop AA vehicle registration fee revenues to 19 projects in the first five years of Prop AA (Fiscal Years 2012/13 to 2016/17). The Strategic Plan includes \$8.6 million in Fiscal Year 2012/13 for twelve projects. To date, the Transportation Authority Board has allocated \$7 million in Prop AA funds to seven of these twelve projects. Per the voter-approved Expenditure Plan, Prop AA funds are meant to be spent quickly to deliver benefits to the public in the short-term. Thus, the Board adopted Prop AA Strategic Plan policies contain timely-use-of-funds requirements including giving the Board the option to reprogram any

unallocated funds that were programmed in the prior fiscal year to other eligible projects through a competitive call for projects. We have consulted with project sponsors of the five projects with unallocated Fiscal Year 2012/13 funds and are not recommending a competitive call for projects, but rather recommending a Strategic Plan amendment to push out funds for all five projects by one fiscal year given that sponsors anticipate requesting allocation by December 2013 (see Attachment 1). The proposed amendment would also address a special condition that was included in the Strategic Plan to reprioritize District 6 pedestrian safety projects based on input from the District Supervisor, community stakeholders and project sponsors. **We are seeking a recommendation to amend the Prop AA Strategic Plan.**

## **6. Capital Projects Update – Transbay Transit Center – INFORMATION\***

The purpose of this memorandum is to provide the Plans and Programs Committee (Committee) with a project delivery update on the Transbay Transit Center (TTC) Project, one of the signature projects of the Prop K Expenditure Plan. The TTC Project is being built in two Phases: Phase 1 is the TTC building, bus ramp, and related improvements, and Phase 2 is the downtown extension of commuter rail service from Fourth and Townsend Streets to the new Transbay Terminal (DTX). In the spring of 2013, the Transbay Joint Powers Authority (TJPA) conducted a full cost and schedule Risk Assessment Workshop for Phase 1. Subsequently, on July 11, 2013, the TJPA Board approved a revised budget of \$1.899 billion for the phase, an increase of \$310.4 million over the May 2010 baseline. The increase is mostly due to changed market conditions, modifications necessitated by an earlier terrorism-related Risk and Vulnerability Assessment, and resetting contingencies and program reserve at prudent levels. TJPA staff has identified \$110.3 million in additional funding to fill a portion of that gap, and developed a strategy to fund the remaining \$200.1 million, including redirecting the bulk of land sales proceeds from parcels previously identified to fund the DTX. Phase 1 construction began in November 2008 and as of August 31, 2013 was 35% complete. Bus operations at the new TTC are scheduled to commence in October 2017. Under a separate agenda item for today's meeting, the Committee will consider Prop K requests from TJPA for \$4.2 million for potential costs for closeout of the two final right of way acquisitions for the Project (564 and 568 Howard Street) and \$300,000 in Prop K funds for DTX to sustain the ongoing coordination between TJPA staff and stakeholders including city agencies, Caltrain, California High-Speed Rail Authority, Federal Transit Administration, and Federal Railroad Administration. We will continue to work with TJPA, the City, and other funding partners to support delivery of both phases of the project. **This is an information item.**

## **7. Capital Projects Update – Caltrain Early Investment Program – INFORMATION\***

The Caltrain Early Investment Program consists of three components: the Communications Based Overlay Signal System (CBOSS) to provide Positive Train Control; the electrification of the Caltrain line between San Jose and San Francisco; and the purchase of electric-multiple unit (EMU) vehicles to operate on the electrified railroad. With a total budget of \$1.5 billion, it is one of the Prop K Expenditure Plan's signature projects. In April 2012, San Francisco entered into a Memorandum of Understanding (MOU) with the Peninsula Corridor Joint Powers Board (PCJPB), the California High-Speed Rail Authority, the Metropolitan Transportation Commission, and five other local and regional entities, and established a funding framework for a High-Speed Rail Early Investment Strategy for a blended system in the Peninsula Corridor. Under that MOU, San Francisco has committed \$60 million to the Caltrain Early Investment Program. Of this amount, the Transportation Authority has identified approximately \$21 million and is working with the Mayor's Office, through the Mayor's Transportation 2030 Task Force, to identify funds for the remaining \$39 million. Work on CBOSS is underway, in parallel with the environmental update to the environmental impact report (EIR) for the Electrification project. Caltrain expects to complete the EIR in the fall of 2014 and CBOSS will go into revenue service in the fall of 2015. Caltrain is also conducting a study requested by San Francisco to determine the feasibility of reducing or removing the 20-acre 4th and King railyard to support development. Caltrain anticipates completing this study later this month. Using a design-build delivery approach, PCJPB currently anticipates completing the Early Investment Program by 2019. **This is an information item.**

### **End of Consent Calendar**

## **8. Recommend Addition of Two At-Large Seats and Appointment of Three Members to Two-Year Terms on the Geary Corridor Bus Rapid Transit Citizens Advisory Committee – ACTION\***

The Authority has an eleven-member Geary Corridor Bus Rapid Transit (BRT) Citizens Advisory Committee (GCAC). In July 2013, the Board instituted two-year terms for project-specific CAC appointments. As a result,

eight of the eleven current GCAC members' terms expired. In September 2013, the Board reappointed four members and appointed three new members to the GCAC. One expired seat remains for a member representing the Richmond district. The Board has the option of reappointing the current member or appointing a new member to fill the seat. Staff provides information on applicants but does not make recommendations on CAC appointments. In August 2013, we issued a notice seeking applicants to the GCAC and conducted outreach along the corridor. There are 12 eligible applications for the Richmond seat, and GCAC member Jette Swan, whose term has expired, is also seeking reappointment. In addition, Plans and Programs Committee Chair Mar has requested the addition of two seats to represent at-large interests in light of the large number of applicants who wish to serve on the committee. This would result in a total of 13 seats. There are seven additional eligible applications for new at-large seats, as well as two GCAC members with expired terms seeking reappointment, Anthony Biancalana and Thea Selby. A summary table with information about current and prospective GCAC members is attached, showing neighborhood of residence, neighborhood of employment, affiliation, and other information provided by the applicants. **We are seeking a recommendation to add two at-large seats and appoint three members to two-year terms on the GCAC.**

**9. Recommend Addition of Two At-Large Seats and Appointment of up to Six Members to the Geneva-Harney Bus Rapid Transit Community Advisory Committee – ACTION\***

The Transportation Authority Board approved a structure for the eleven-member Geneva-Harney Bus Rapid Transit (BRT) Community Advisory Committee (GHCAC) in July 2013. The approved structure includes four members to be appointed by the City/County Association of Governments of San Mateo County (C/CAG) and seven members appointed by the Transportation Authority. The Board will appoint the San Francisco seats. Staff provides information on applicants but does not make recommendations on these appointments. The Transportation Authority Board appointed two members in September to represent the Executive Park/Little Hollywood/Sunnydale, and Visitacion Valley seats. As a sufficient number of applications were not received from each neighborhood area represented on the committee before the initial September 3 deadline, we extended the application period by issuing a notice on September 10 with a new deadline of September 30. In light of the large number of applicants in some parts of the corridor, and to ensure a more balanced demographic representation, we are recommending the addition of two at-large seats, one each for San Francisco and San Mateo to appoint, bringing the total number of CAC members to thirteen. This would leave six San Francisco seats to be filled. C/CAG is supportive of this proposed change. **We are seeking a recommendation to add two at-large seats and appoint up to six members to the GHCAC.**

**10. Recommend Allocation of \$14,947,382 in Prop K Funds, with Conditions, and \$2,210,000 in Prop AA Funds, with Conditions, for Nineteen Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules and Amendment of the Relevant 5-Year Prioritization Programs and Prop K Strategic Plan – ACTION\***

As summarized in Attachments 1 and 2, we have received eighteen Prop K requests totaling \$14,947,382 and one Prop AA request totaling \$2,210,000 to present to the Plans and Programs Committee. The Transbay Joint Powers Authority (TJPA) has requested \$4.2 million for closeout of the final two right-of-way acquisitions for the Transbay Transit Center and \$300,000 for continuation of preliminary engineering for the Downtown Extension. The Peninsula Corridor Joint Powers Board (PCJPB or Caltrain) has requested \$6.39 million for San Francisco's Fiscal Year 2013/14 member contribution to the Early Investment Program, which includes the Communication Based Overlay Signal System and Electrification. Caltrain has also requested \$3,828,197 in Prop K funds for eleven annual projects to fulfill San Francisco's member contribution to Caltrain's annual capital budget. The San Francisco Municipal Transportation Agency (SFMTA) has requested \$46,165 for the design and construction of the Jean Parker Elementary School Safe Routes to School (SR2S) project and \$88,259 for the environmental phase of the Mansell Corridor Improvement Project. The Department of Public Works (DPW) has requested \$49,596 for the planning phase of the Great Highway Reroute Project and \$45,165 for the environmental and design phases of the Longfellow Elementary and ER Taylor Elementary Schools SR2S projects. DPW has also requested \$2.21 million in Prop AA funds to repave McAllister Street between Polk and Divisadero Streets. In order to fully fund the TJPA and Caltrain's requests, our recommendation includes a minor Prop K Strategic Plan amendment to advance unprogrammed funds from Fiscal Year 2033/34 to Fiscal Year 2013/14, resulting in a negligible net increase (~.03%) to the level of financing costs assumed in the Prop K Strategic Plan. **We are seeking a recommendation to allocate**

**\$14,947,382 in Prop K funds, with conditions, and \$2,210,000 in Prop AA funds, with conditions, for nineteen requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of the relevant 5-Year Prioritization Programs and Prop K Strategic Plan.**

**11. Update on 19<sup>th</sup> Avenue Transit Study – INFORMATION\***

The 19th Avenue Transit Study builds on recent planning efforts to develop plans for a west-side grade-separated (i.e. partial subway, tunnel, or bridge crossings of 19th Avenue) alignment of the M-Ocean View as it traverses the neighborhoods surrounding 19th Avenue between St. Francis Circle and Broad at Orizaba. The purpose of the Study is to determine the feasibility, benefits, and impacts of such an investment. The Authority Board has previously reviewed and approved a Prop K appropriation serving as part of local match for this Caltrans Planning Grant-funded project, a consultant contract for the lead technical consultants, Arup North America, as well as a Memorandum of Agreement with the San Francisco Planning Department and the San Francisco Municipal Transportation Agency to support their collaboration with the Transportation Authority on the Study. Since that time the Study has developed several options and refined them based on community input during a first round of outreach in late Winter/early Spring 2013. A second round of outreach is now underway that focuses on key project benefits and identifies a highest-performing option. At the meeting, we will summarize the features and benefits of the highest-performing option and describe next steps on the effort. We plan to bring a final report forward for approval in late 2013 or early 2014. **We are seeking input and guidance from the Plans and Program Committee. This is an information item.**

**12. San Francisco Transportation Plan and Early Action Program Update – INFORMATION**

We are in the final round of outreach on the San Francisco Transportation Plan (SFTP) and are seeking input on the SFTP's preliminary draft Early Action Program. As San Francisco's Congestion Management Agency, the Transportation Authority is responsible for developing a long-range transportation plan to establish the City's investment priorities and guide development of the sector. Through detailed analysis, interagency collaboration, and listening to the public, we've evaluated ways to improve our system with the resources we have, and with potential new revenues. The draft SFTP recommends a diverse investment plan that makes meaningful progress towards our important goals: economic competitiveness, safe and livable neighborhoods, environmental health, and well maintained infrastructure. The draft SFTP also recommends policy changes to help us make the most of our investments. The Early Action Program uses Prop K funds as the seed money to leverage other federal, state and regional revenues to fund the first five years of SFTP investments. It will advance SFTP investment priorities such as system state of good repair projects (e.g. roadway resurfacing), major capital projects such as Geary Corridor Bus Rapid Transit and implementation of the City's Pedestrian Strategy, as well as promote the coordination of all these through complete streets planning and design. At the October Committee meeting, we will review proposed SFTP policies and the two investment scenarios (one which builds on the other by assuming additional local revenues), and provide highlights of the draft Early Action Program as proposed by project sponsors in coordination with Authority staff. We will incorporate public, agency, and Board input on priorities for both the SFTP and Early Action Program, to be considered by the Board for adoption in December 2013. We are seeking input and guidance from the Committee. **This is an information item.**

**13. Introduction of New Items – INFORMATION**

**14. Public Comment**

**15. Adjournment**

\* Additional materials

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## Plans and Programs Committee Meeting Agenda

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