



AGENDA

PLANS AND PROGRAMS COMMITTEE Meeting Notice

Date: Tuesday, September 15, 2015; 10:30 a.m.
Location: Committee Room 263, City Hall
Commissioners: Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

Clerk: Steve Stamos

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1.	Roll Call	
2.	Citizens Advisory Committee Report – INFORMATION*	5
3.	Approve the Minutes of the July 21, 2015 Meeting – ACTION*	11
4.	Recommend Appointment of Five Members to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee – ACTION*	17
<p>The Transportation Authority has a 13-member Geary Corridor Bus Rapid Transit (BRT) Citizens Advisory Committee (GCAC). There are five vacant seats on the GCAC: one to represent the Richmond District, one to represent the Japantown/Fillmore area, one to represent the Tenderloin/Downtown area, and two at-large seats. The vacancies are due to the term expirations of five members. Four members whose terms are expiring are seeking reappointment. One at-large member is not. After issuing notices seeking applicants to the GCAC over the past year, we have received applications from 27 additional candidates. Staff provides information on applicants but does not make recommendations on GCAC appointments. Attachment 1 contains a summary table with information about current and prospective GCAC members, showing neighborhood of residence, neighborhood of employment, affiliation, and other information provided by the applicants.</p>		
5.	Recommend Allocation of \$9,878,876 in Prop K funds, with Conditions, and Appropriation of \$120,800 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION*	25

As summarized in Attachments 1 and 2, we have fourteen requests totaling \$9,999,676 in Prop K sales tax funds to present to the Plans and Programs Committee. The Peninsula Corridor Joint Powers Board (PCJPB or Caltrain) has requested \$5 million for San Francisco's Fiscal Year (FY) 2015/16 member contribution to the Caltrain capital budget for state of good repair projects, including new train departure monitors at the 4th and King Station and the design phase for the retrofit or replacement of the Marin Street and Napoleon Avenue bridges. The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$2 million for its share of settlement costs associated with the 4th Street Bridge Seismic Retrofit and Rehabilitation Project (Segment A of the Third Street Light Rail project), as well as \$100,000 for the District 3 Neighborhood Transportation Improvement Program planning project to increase safety, access, and connectivity along Kearny and Montgomery streets. San Francisco Public Works is requesting \$738,000 to procure street repair and cleaning equipment, and with the Transportation Authority, is requesting \$2 million to acquire the right of way and perform archaeological investigation of the future site of the Quint-Jerrold Connector Road. We are also requesting \$45,800 to leverage over \$900,000 in federal grant and Bay

Area Rapid Transit (BART) funds to pilot an innovative program aimed at mitigating rush hour congestion on BART by incentivizing riders to shift their travel to the shoulders of the peak period. Finally, San Francisco Environment is requesting \$80,000 to administer and conduct outreach to San Francisco employers on the Commuter Benefits Ordinance. Fully funding Caltrain and SFMTA's 4th Street Bridge Settlement requests requires Prop K Strategic Plan amendments and corresponding 5-Year Prioritization Program amendments to advance funding from later fiscal years to FY 15/16.

6. Plan Bay Area 2040: San Francisco Call for Projects and Draft Goals and Objectives – INFORMATION*

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In May, we issued a call for projects for San Francisco project priorities for Plan Bay Area 2040 (PBA 2040), the Regional Transportation Plan/Sustainable Communities Strategy led by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments. PBA is the region's blueprint for transportation investment through 2040. Projects seeking federal funding or a federal action before 2021 must be included in PBA as a stand-alone project or be consistent with a programmatic category. Large capacity-changing or regionally significant projects that trigger air quality conformity analyses must be individually listed in PBA. Concurrent with our call for projects, MTC is undertaking similar processes for transit, local roads, and state highway state of good repair needs and for multi-county or regionally significant projects. Together these efforts create the universe of projects that will be considered for inclusion in PBA. MTC has given us an initial discretionary county budget of \$8.4 billion. Ultimately, we will need to meet a lower financially constrained budget. Even at the inflated initial target, San Francisco's needs exceed projected available funds; thus, we must work closely with project sponsors to ensure priority for those projects that need to be in PBA 2040 to avoid delay. The overall PBA process also includes opportunities to shape regional policies, fund programs, and new revenue advocacy. Our draft goals and objectives for PBA 2040 are shown in Attachment 1. Attachment 2 includes our preliminary draft list of existing and new project recommendations as well as a draft list of regional projects of interest to San Francisco. This information item represents an opportunity for the Plans and Programs Committee and public to provide input into the list of projects. The final list will be considered for action by the Committee at its October 20 meeting.

7. Update on One Bay Area Grant Program Cycle 1 Projects – INFORMATION*

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In May 2012, the Metropolitan Transportation Commission (MTC) adopted the One Bay Area Grant Program (OBAG) Cycle 1 framework to guide programming of federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds to better integrate the region's federal transportation program with California's climate law and its Sustainable Communities Strategy (SCS). One of the many programs funded in the OBAG framework is the County CMA Block Grant Program that allows Congestion Management Agencies (CMAs) to fund eligible projects with the intent of supporting the SCS, particularly by prioritizing funding for projects that support Priority Development Areas (see map in Attachment 1). In June 2013, the Transportation Authority Board programmed \$35 million in OBAG Cycle 1 County CMA Program funds to seven projects that were competitively selected based on multiple criteria, such as project readiness, multi-modal benefits, safety, and community support. Attachment 2 provides a project delivery update on San Francisco's OBAG Cycle 1 projects. Approximately half of the projects are proceeding with construction on schedule or with a relatively minor delay. The others are experiencing six to nine months in delay due to a longer-than-anticipated California Department of Transportation approval process, complicated environmental review, utility coordination, and/or unanticipated scope changes. We are evaluating the performance of Cycle 1 projects to inform our strategy for OBAG Cycle 2. Next month, we will present MTC's proposed OBAG Cycle 2 framework to the Plans and Programs Committee and seek input on the framework and the types of projects that we should prioritize in Cycle 2. MTC currently anticipates adopting the Cycle 2 framework in November.

8. Introduction of New Items – INFORMATION

During this segment of the meeting, Committee members may make comments on items not specifically listed above, or introduce or request items for future consideration.

9. Public Comment

10. Adjournment

* Additional materials

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

September 2, 2015 SPECIAL MEETING

1. Committee Meeting Call to Order

The meeting was called to order by Chair Chris Waddling at 6:01 p.m. CAC members present were Myla Ablog, Brian Larkin, John Larson, John Morrison, Jacqueline Sachs, Peter Sachs, Chris Waddling and Wells Whitney. Transportation Authority staff members present were Tilly Chang, Eric Cordoba, Amber Crabbe, Ryan Greene-Roesel, Seon Joo Kim, Anna Laforte, Maria Lombardo, Mike Pickford, Chad Rathmann, Liz Rutman, Shari Tavafrashti and Eric Young.

2. Chair's Report – INFORMATION

Chair Waddling said that staff would provide a look ahead of allocation requests prior to the next CAC meeting. He introduced Peter Sachs as the newest member of the CAC and Eric Cordoba as the new Deputy Director for Capital Projects. Mr. Sachs spoke about his background and interest in serving on the CAC. Mr. Cordoba offered to take CAC members on a tour of the Yerba Buena Island I-80 Interchange Improvement project. Chair Waddling said that project tours could be helpful for CAC members and asked staff to follow up with other possible locations, including the Transbay Transit Center.

There was no public comment.

Consent Calendar

3. Accept the Minutes of the May 14, 2015 Subcommittee Meeting – ACTION

4. Approve the Minutes of the June 24, 2015 Meeting – ACTION

5. State and Federal Legislative Update – INFORMATION

6. Investment Report for the Quarter Ended June 30, 2015 – INFORMATION

Chair Waddling requested that Item 3 be continued until the next regularly scheduled CAC meeting on October 28 so that it could be considered along with proposed changes to the CAC by-laws.

There was no public comment on the Consent Calendar.

Wells Whitney moved to approve the Consent Calendar as amended, seconded by Jacqueline Sachs.

The Consent Calendar was approved as amended by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Morrison, J. Sachs, P. Sachs, Waddling and Whitney

End of Consent Calendar

7. Adopt a Motion of Support for the Allocation of \$9,878,876 in Prop K funds, with Conditions, and Appropriation of \$120,800 in Prop K funds, Subject to the Attached

Fiscal Year Cash Flow Distribution Schedules – ACTION

Chad Rathmann, Senior Transportation Planner, and Ryan Greene-Roesel, Senior Transportation Planner, presented the item per the staff memorandum.

Wells Whitney asked for clarification on the scope for the Kearny Street Neighborhood Transportation Improvement Program (NTIP) request. Anna LaForte, Deputy Director for Policy and Programming, replied that the scope was on page 163 of the enclosure. Craig Raphael, NTIP Coordinator with the San Francisco Municipal Transportation Agency, said that the project would be a planning level effort for safety interventions and would consider features such as road diets, bus stops and bike facilities.

John Morrison asked about a precedent in Singapore for the San Francisco Bay Area Rapid Transit (BART) Incentive Program. Ms. Greene-Roesel replied that that the Singapore program had relied on employer outreach and transit rider incentives. Peter Sachs asked what type of incentives might be considered for the program in San Francisco. Ms. Greene-Roesel replied that they could include cash, Clipper value, or other prizes. She said they intended to license the software that Singapore had used to run its program.

Jacqueline Sachs asked whether BART's new train cars would be compliant with the Americans with Disabilities Act. Ms. Greene-Roesel replied that they would be.

Chair Waddling asked whether the incentive program would only be used to shift riders to the shoulders of the peak hour. Ms. Greene-Roesel replied that the project would use data to determine exactly when the incentives were needed most to reduce crowding.

Brian Larkin asked what the nature of the 4th Street Bridge Settlement was. Ms. LaForte replied that she believed it involved a number of issues including piles and delays.

Peter Sachs asked how the value of the land involved in the Quint-Jerrold project was determined. Liz Rutman, Senior Engineer, replied that the San Francisco Real Estate Office developed the estimate and that it was agreed to by all parties. Chair Waddling added that he was aware that people in the community wanted the road built, and asked how the real estate agreement would protect the City. Ms. LaForte clarified that the requested allocation was to acquire the land and that there were conditions included to protect the City, which would purchase the land on behalf of the Transportation Authority, and to protect the Prop K sales tax program should the project not move forward. She reiterated that the intent is to build the road.

During public comment, Roland Lebrun brought up the issue of equity and ensuring that Disadvantaged Business Enterprise goals were met for projects. He also commented that multiple potential crossing points over the Caltrain tracks were being closed in an area with low car ownership.

Ed Mason said that the BART incentives project should try to influence work hours by working with the Bay Area Council.

Wells Whitney moved to approve this item, seconded by Brian Larkin.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Morrison, J. Sachs, P. Sachs, Waddling and Whitney

- 8. Adopt a Motion of Support to Execute a Funding Agreement with the Bay Area Rapid Transit (BART) District for a Three-Year Period in an Amount Not to Exceed \$406,000**

for the San Francisco BART Travel Incentives Pilot Project and to Authorize the Executive Director to Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions – ACTION

Ryan Greene-Roesel, Senior Transportation Planner, presented the item per the staff memorandum.

Wells Whitney said that the project seemed like a viable alternative to heavy capital expenditure. He said that the first step should be to work with employers and then find out if riders were willing to change their travel times.

Chair Waddling said the program could work similar to parking meters that were repriced periodically in response to demand data. Ms. Greene-Roesel said that if riders signed up for the program, data would be collected via their Clipper cards, so there would be rich, real-time data. Chair Waddling asked if there would be an incentive to sign up. Ms. Greene-Roesel said that providing a sign up incentive would be considered, and that in Singapore individuals received extra rewards for referring their friends.

During public comment, Roland Lebrun said that it was important to come up with new lower cost ways to improve transportation.

Ed Mason said that transit would become much more crowded after the Salesforce Tower was completed, and that he did not think incentives would make enough of a difference.

John Larson moved to approve this item, seconded by John Morrison.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Morrison, J. Sachs, P. Sachs, Waddling and Whitney

9. Plan Bay Area 2040: San Francisco Call for Projects and Draft Goals and Objectives – INFORMATION

Amber Crabbe, Assistant Deputy Director for Policy and Programming, and Maria Lombardo, Chief Deputy Director, presented the item per the staff memorandum.

Wells Whitney asked for clarification on the public input heard related to congestion management. Ms. Crabbe confirmed that the issue had come up during discussions with advocacy groups, especially with regard to Treasure Island.

Mr. Whitney asked staff to identify which supervisorial district each of the recommended projects was in. Ms. Crabbe replied that she would provide that information at the next CAC meeting.

John Larson asked whether the public outreach could be quantified. Ms. Crabbe replied that it was difficult to engage members of the public on a long-range, high-level planning effort, so staff had also engaged specific community based organizations in discussion. Ms. Lombardo added that most of the projects under consideration originated from other planning processes that had also included own outreach efforts. Chair Waddling asked which community groups had been engaged. Ms. Crabbe replied that staff would share a list with the CAC.

Mr. Larkin asked whether this plan included requirements from Senate Bill 375. Ms. Crabbe replied that it did. Mr. Larkin asked for clarification on which projects had to be included in the sustainable communities' strategy. Ms. Crabbe replied that any project needing to move forward with construction by 2021 should be included as well as projects needing a federal action such as approval of the environmental document by 2021.

Mr. Larkin stated that the bus rapid transit project on Geary Boulevard might be implemented by 2021 and asked how a potential subsequent light rail project would be handled. Ms. Crabbe replied that the draft recommendations included a grouping of long-range transit planning projects which could include rail in the Geary corridor. Mr. Larkin said that he understood that not including a light rail project on Geary Boulevard did not mean it would not ultimately be implemented, but said that he wanted to make sure the potential project got as much visibility as possible such as by including it in the list of example projects in the long-range planning project description.

Ms. Lombardo emphasized that because Plan Bay Area (PBA) was fiscally constrained, not every project could fit within the budget. So, she said that staff worked to ensure that projects can still advance even if not fully funded through construction in PBA. To Mr. Larkin's point, Ms. Lombardo said that staff could bring a list of projects that are currently being considered in various plans such as the San Francisco Municipal Transportation Agency's (SFMTA's) Rail Capacity Study and the Bay Area Core Capacity Study so the CAC could have a better idea of the many projects that are being considered in various long range planning efforts. Ms. Lombardo continued by emphasizing that PBA is not the place where San Francisco local priorities should be vetted, and said that vetting needed to take place locally such as within the San Francisco Transportation Plan. Ms. Lombardo briefly described the coordinated long range planning that is being scoped by the Transportation Authority, SFMTA, the San Francisco Planning Department and the San Francisco Mayor's Office, noting that this process would have a very robust community engagement strategy. She concluded by saying that the CAC would receive a briefing on the long range planning work in the next couple of months.

Ms. Sachs stated that she had heard news reports that seniors were having difficulty navigating Gerrard Street near the Presidio Parkway construction site. Ms. Lombardo said that changes were being implemented to alleviate those issues and she would provide that information to the CAC separately.

Ms. Crabbe encouraged members of the CAC to contact her with any input they had on project recommendations for Plan Bay Area 2040.

During public comment, Roland LeBrun said that it was important to think about a second transbay rail tunnel in Plan Bay Area 2040 because it would decongest transit hubs including the Embarcadero and Montgomery stations. He said he would advocate for the Metropolitan Transportation Commission to establish a new authority to implement such a tunnel.

10. Major Capital Projects Update – Transbay Transit Center and Downtown Extension – INFORMATION

Shari Tavafrashti, Principal Engineer, presented the item per the staff memorandum. Maria Lombardo, Chief Deputy Director, said that staff would share the results of the Metropolitan Transportation Commission's cost review with the CAC.

John Larson asked who had been responsible for the poor cost estimates. Ms. Tavafrashti replied that under the delivery method the Transbay Joint Powers Authority (TJPA) had chosen, the contractor was responsible for bidding out portions of the overall project.

Peter Sachs asked how much less Parcel F might sell for given that the live auction had been cancelled. Ms. Lombardo replied that TJPA was still negotiating with five qualified bidders.

During public comment, Roland Lebrun said that he had written a letter to the CAC explaining that losing control of Block 5 would prevent a potential connection from the east side of the Transbay Transit Center to a potential transit tunnel to the East Bay.

11. Chinatown Neighborhood Transportation Plan Final Report – INFORMATION

Ryan Greene-Roesel, Senior Transportation Planner, presented the item per the staff memorandum.

Peter Sachs asked about the benefits of pedestrian scrambles for safety. Ms. Greene-Roesel responded that research showed that scrambles typically improved pedestrian safety overall, however they could result in increased pedestrian violations and increased transit delay. She said the San Francisco Municipal Transportation Agency would be analyzing the effects of scrambles on Kearny Street.

Wells Whitney indicated that he thought pedestrian scrambles on Columbus Street would reduce transit delay because they reduce conflicts with high volumes of pedestrians.

Jacqueline Sachs stated that scrambles should include a no turn on red sign to protect seniors.

During public comment, Roland Lebrun stated that a road diet would be beneficial for the corridor.

12. Update on One Bay Area Grant Program Cycle 1 Projects – INFORMATION

Seon Joo Kim, Senior Transportation Planner, presented the item per the staff memorandum.

Brian Larkin asked about the cost of the environmental phase for ER Taylor and Longfellow Safe Routes to School projects, and said he anticipated it to be relatively large for the size of the projects. Ms. Kim responded she would follow up with San Francisco Public Works to obtain the cost information.

There was no public comment.

13. Introduction of New Business – INFORMATION

Tilly Chang, Executive Director, welcomed recently appointed CAC members and said that Transportation Authority Board Chair Scott Wiener had asked staff to conduct polling on potential new revenue measures. She mentioned that other counties and BART would likely move forward with new revenue measures in the near future and that there were advantages to be explored of moving measures forward in tandem. She promised to bring the results back to the CAC. Chair Waddling asked if the poll questions would ask about the amount of the potential measure. Ms. Chang confirmed that and said the polls would measure several different things.

Jacqueline Sachs said that she would like an update on the late night transit study, “The Other 9-5”, and asked for bus drivers to be included in the discussion. She said that she would like bus service brought back to the level of December 5, 2009.

There was no public comment.

14. Public Comment

There was no public comment.

15. Adjournment

The meeting was adjourned at 8:06 p.m.



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DRAFT MINUTES

PLANS AND PROGRAMS COMMITTEE

Tuesday, July 21, 2015

1. Roll Call

Chair Tang called the meeting to order at 10:37 a.m. The following members were:

Present at Roll Call: Commissioners Breed, Christensen, Farrell, Tang and Yee (5)

2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee (CAC), reported that at its June 24 meeting, the CAC considered and passed Items 4 and 7 from the agenda. He said regarding Item 4, the CAC questioned whether the sale of the parcels would close the funding gap for Phase 2 of the project, and that during public comment it was brought up that the current routes proposed for the Caltrain Downtown Extension could conflict with the California Street and Highways Code regarding future rail connections to the East Bay.

Regarding Item 7, Mr. Waddling reported that on the Geary Corridor Bus Rapid Transit allocation, questions were raised regarding the future rail readiness of the Geary Corridor, but that Transportation Authority staff adequately addressed the concerns. Regarding the Geneva-Harney Bus Rapid Transit allocation, Mr. Waddling said that the CAC questioned why San Mateo County and Caltrain had pulled funding from the Bayshore Station Study. He said Transportation Authority staff responded that the City of Brisbane was in disagreement over the timing of the project as well as with the proposal to move the station north and out of San Mateo County, but that staff assured the CAC that the San Francisco Mayor's Office was working with the City of Brisbane to address these concerns.

Mr. Waddling noted that Item 8, the Chinatown Transportation Plan Final Report, had not yet been considered by the CAC since Commissioner Christensen requested that it be expedited, but that it would be on the CAC's September 2 agenda. Lastly, he said that there was concern from the community regarding Item 9, the Geneva-Harney Bus Rapid Transit Feasibility Study, but that from his interactions with community members they were impressed with the level of engagement by Transportation Authority staff. Mr. Waddling said one concern raised by the CAC on this item was how bus rapid transit would benefit residents of public housing in the area; but that they were assured that the project would create new routes to regional transit hubs.

There was no public comment.

Consent Calendar

3. **Approve the Minutes of the June 16, 2015 Meeting – ACTION**
4. **Recommend Authorizing the Executive Director to Execute a Partial Release of the Transportation Authority's Agreement for Quitclaim of Interest in Portions of 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street Parcels To Be Sold as Part of**

Parcel F by the Transbay Joint Powers Authority – ACTION

There was no public comment.

The Consent Calendar was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Farrell, Tang and Yee (5)

End of Consent Calendar

5. Recommend Appointment of Two Members to the Citizens Advisory Committee – ACTION

Mike Pickford, Transportation Planner, presented the item per the staff memorandum.

Jacqueline Sachs and Peter Sachs spoke their interests and qualifications in being appointed to the CAC.

Chair Tang stated that she was supportive of Mr. Sachs' candidacy and thanked Eric Rutledge for his service on the CAC.

Commissioner Farrell thanked Ms. Sachs for all of her involvement over the years and noted that she had been present at a number of community events recently and that he continued to support her candidacy.

There was no public comment.

Commissioner Farrell moved to recommend appointment of Mr. Sachs and reappointment of Ms. Sachs, seconded by Commissioner Breed.

The motion to recommend appointment of Peter Sachs and reappointment of Jacqueline Sachs was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Farrell, Tang and Yee (5)

6. Recommend Appointment of One Member to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee – ACTION

Chester Fung, Principal Transportation Planner, presented the item per the staff memorandum.

Kevin Stull spoke to his interest and qualifications in being appointed to the Geary Corridor Bus Rapid Transit CAC.

There was no public comment.

Commissioner Yee moved to recommend appointment of Mr. Stull, seconded by Commissioner Christensen.

The motion to recommend appointment of Kevin Stull was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Farrell, Tang and Yee (5)

7. Recommend Allocation of \$38,780,932 in Prop K funds, with Conditions, and Appropriation of \$671,920 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Chad Rathmann, Senior Transportation Planner, and Chester Fung, Principal Transportation Planner, presented the item per the staff memorandum.

Commissioner Yee thanked Transportation Authority and San Francisco Municipal Transportation Agency staff for being flexible and creative in finding a solution to make paratransit more accessible for users on the West Side.

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Farrell, Tang and Yee (5)

8. Recommend Adoption of the Chinatown Neighborhood Transportation Plan Final Report – ACTION

Ryan Greene-Roesel, Senior Transportation Planner, presented the item per the staff memorandum.

Commissioner Christensen asked about the leading causes of pedestrian injuries on Kearny Street and whether speeding was one of them.

Ms. Greene-Roesel responded that speeding was a top issue on the corridor and said that speed surveys were taken to confirm this, which found that even speeds of between 25 and 35 miles per hour could be dangerous for elderly pedestrians. Ms. Greene-Roesel said she would be able to provide more detailed collision data if desired.

Commissioner Christensen asked how a road diet on Kearny Street would affect traffic circulation on adjacent streets. Ms. Greene-Roesel responded that the next phase of study would need to analyze this question.

Commissioner Christensen asked what could be done to address the potential for increased foot traffic on Clay and Washington Streets after the Central Subway opens. Ms. Greene-Roesel noted that the Chinatown Neighborhood Transportation Plan did not address sidewalk capacity specifically, but that the proposed safety improvement concepts for Kearny Street would benefit pedestrians traveling from Clay and Washington Streets.

Greg Riessen, Associate Engineer at the San Francisco Municipal Transportation Agency (SFMTA), noted that the next phase of study would launch this fall, and that near-term improvements were being made to improve the intersection of Clay and Kearny Streets as well.

Commissioner Christensen asked about the schedule for recommendations. Mr. Riessen responded that the near-treatments should be implemented within the next couple of months, and that the kickoff for the community planning process on Kearny Street would follow.

During public comment, Jacqueline Sachs noted that the item had not appeared before the Citizens Advisory Committee (CAC), and requested a full report at the next CAC meeting.

Tilly Chang, Executive Director, commented that the item would be presented at the CAC meeting on September 2 and that it had been brought forward for reasons of expediency.

Meifeng Deng with the Chinatown Community Development Center (CCDC) commented that she lived at the corner of Clay and Kearny Streets and frequently sees conflicts between elderly pedestrians and turning vehicles. She asked that change be made now before a life is lost.

Steve Woo with CCDC thanked the Transportation Authority for the study and requested that the plan be implemented expeditiously, especially changes at the intersection of Kearny and Clay Streets.

Lisa Yu with CCDC commented that she observed seniors having difficulty crossing Kearny Street, and noted that scrambles were a promising solution to address the issue.

Andrew Wu with CCDC commented that he had crossed the Kearny and Clay Streets intersection hundreds of times and had experienced several near-misses and also noticed cars not yielding to pedestrians. He commented that it was disheartening that a fatality occurred at the intersection and asked that an engineering solution be implemented to give pedestrians priority.

David Yi with CCDC commented that many of the violations happened as cars turn right at Kearny and Clay Streets and said that implementing a scramble system would be the best solution.

Maggie Dong with CCDC suggested that a protected left turn from Clay Street to Kearny Street could be implemented to reduce conflicts between pedestrians and turning vehicles.

Steven Jiang Jian Feng with CCDC commented that Chinatown had a high share of seniors and children, and that he sees a large share of conflicts involving left- and right-turning vehicles, and that he thinks that a scramble system would address the issue.

Sandy with CCDC commented that the Chinatown Community is facing pedestrian injustice, and noted that a fatal collision happened recently on Kearny and Clay Streets. She noted that Kearny Street had the worst pedestrian safety record of any street in Chinatown and that speeding vehicles weren't aware that seniors and children lived nearby. She requested that engineers redesign the street to slow cars down.

Stephanie Chan with CCDC commented that she observed that seniors find it difficult to cross Kearny and Clay Streets, especially while vehicles were making fast right- and left-turns. She requested that the dual left turn on Kearny Street be removed and converted to a single left turn.

Nicole Ferrara, Executive Director at WalkSF, commented that WalkSF and CCDC have been working on the project for over a year and find it unacceptable that it took a death for this work to be prioritized. She said that SFMTA should implement a scramble immediately at the intersection of Kearny and Clay Streets.

Commissioner Yee commented that the intersections of Kearny Street with Clay and Washington Streets should be a priority and requested that a scramble system be implemented. He noted that the intersection of Bush and Kearny Streets was similar and also needed to be looked at before a tragedy happened there.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Farrell, Tang and Yee (5)

9. Recommend Adoption of the Geneva-Harney Bus Rapid Transit Feasibility Study Final Report – ACTION

David Uniman, Deputy Director for Planning, and Frank Markowitz, Transportation Planner at the San Francisco Municipal Transportation Agency, presented the item per the staff memorandum.

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Farrell, Tang and Yee (5)

10. Major Capital Projects Update – Transbay Transit Center and Caltrain Downtown Extension – INFORMATION

Shari Tavafrashti, Principal Engineer, presented the item per the staff memorandum.

Commissioner Breed asked for clarification that the project was expected to exceed its budget.

Ms. Tavafrashti confirmed that Phase 1 of the project was not expected to be within the budget that was approved in 2013, and said the Transbay Joint Powers Authority (TJPA) was planning to seek approval of a revised budget to address an anticipated \$247 million funding shortfall for Phase 1 at its September Board meeting.

Commissioner Yee asked what funding sources comprised the \$53 million labeled as other local funding.

Sara Gigliotti DeBord, Chief Financial Officer at TJPA, responded that the Alameda-Contra Costa Transit District (AC Transit) was contributing \$39 million and that \$10 million was from interest income on investments as well as revenue from properties that were leased prior to being used for construction on the project.

Commissioner Christensen asked what the status of Phase 2 was since funds that were intended for Phase 2 were now being used for Phase 1.

Ms. Tavafrashti responded that Phase 2 had a \$1.857 million funding gap and stated that the number was likely to increase.

During public comment, Jim Haas stated that he had been involved with the project in various ways over the past twenty years. He said that former Mayor Gavin Newsom had directed a task force which resulted in new height and zoning restrictions in the area of the future Transbay Transit Center which helped establish the Mello Roos District, which was to provide funding for the Caltrain Downtown Extension (DTX). Mr. Haas said that the funds from the Mello Roos District turned out to be greater than expected, but that a large portion of the funds were now being diverted to the increased construction costs for the Transbay Transit Center. He continued that AC Transit was an integral partner to the project and that the construction of their bus storage yard should not be delayed, and noted that funding was not yet secured for the rooftop park. Mr. Haas said that the funds from the Mello Roos District were intended to leverage funds from other sources and to be used for the DTX, but that if there was little or no money left from the Mello Roos District it would result in a \$2 billion bus terminal without a train extension.

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Tang and Yee (4)

Absent: Commissioner Farrell (1)

11. Introduction of New Items – INFORMATION

There was no public comment.

12. Public Comment

During public comment, Jacqueline Sachs stated that there was currently a gender imbalance on the Citizens Advisory Committee and suggested that more females be appointed to increase diversity.

13. Adjournment


The meeting was adjourned at 12:05 p.m.



Memorandum

Date: 09.10.15 **RE:** Plans and Programs Committee
September 15, 2015

To: Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee, and Weiner (Ex Officio)

From: Eric Cordoba – Deputy Director for Capital Projects 

Through: Tilly Chang – Executive Director 

Subject: **ACTION** – Recommend Appointment of Five Members to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee

Summary

The Transportation Authority has a 13-member Geary Corridor Bus Rapid Transit (BRT) Citizens Advisory Committee (GCAC). There are five vacant seats on the GCAC: one to represent the Richmond District, one to represent the Japantown/Fillmore area, one to represent the Tenderloin/Downtown area, and two at-large seats. The vacancies are due to the term expirations of five members. Four members whose terms are expiring are seeking reappointment. One at-large member is not. After issuing notices seeking applicants to the GCAC over the past year, we have received applications from 27 additional candidates. Staff provides information on applicants but does not make recommendations on GCAC appointments. Attachment 1 contains a summary table with information about current and prospective GCAC members, showing neighborhood of residence, neighborhood of employment, affiliation, and other information provided by the applicants.

BACKGROUND

Geary Corridor Bus Rapid Transit (BRT) is one of the signature projects included in the Prop K Expenditure Plan. The Transportation Authority is currently leading environmental analysis for Geary Corridor BRT, in partnership with the San Francisco Municipal Transportation Agency (SFMTA). The environmental analysis will identify the benefits and impacts of BRT alternatives, a preferred alternative, and strategies to mitigate any environmental impacts. Engineering work for this phase entails preparation of designs for project alternatives as needed to clarify potential impacts and support identification of a preferred alternative, as well as development of design solutions for complex sections of the corridor. Because of the detailed nature and significance of the study, the Geary Corridor BRT Citizens Advisory Committee (GCAC) is distinct from the Transportation Authority Citizens Advisory Committee (CAC).

Role of the GCAC: The role of the GCAC is to advise Transportation Authority staff throughout the environmental analysis of the Geary BRT project by providing input representative of varying interests along the corridor, as well as broader, citywide interests related to the project. The GCAC currently meets approximately bi-monthly. Specifically, the GCAC members have and will continue to:

- Advise on the study scoping to identify the alternatives for analysis;

- Advise on the selection of a preferred alternative based on project benefits and expected environmental impacts;
- Advise on strategies to mitigate any negative environmental impacts; and
- Advise on strategies for effective outreach and assist with outreach to neighborhoods and other stakeholders.

In February 2008, through Resolution 08-56, the Transportation Authority Board established the structure for the GCAC. In October 2013, the Board increased the number of seats on the GCAC from eleven to thirteen. Appointed individuals are to reflect a balance of interests, including residents, businesses, transportation system users, and advocates. Each member is appointed to serve for a two-year term.

DISCUSSION

The purpose of this memorandum is to present the applications received for the open seats on the GCAC and to seek a recommendation to appoint five members to the GCAC for two-year terms. The five vacant seats on the GCAC include: one to represent the Richmond District, one to represent the Japantown/Fillmore area, one to represent the Tenderloin/Downtown area, and two at-large seats. Four members whose terms are expiring (Joanna Fong – Richmond, Benjamin Horne – Japantown/Fillmore, Peter Gallotta – Tenderloin/Downtown, and Jolsna John – At-Large) are seeking reappointment to the GCAC. The fifth member, Jonathan Goldberg, is not seeking reappointment due to work conflicts.

The current GCAC membership and structure are shown in the table below:

Geographic Representation	Seats on GCAC	Term Expires	Member(s)
Richmond	3	Sept 2015 Apr 2016 Feb 2017	J. Fong (<i>expiring term</i>) J. Foerster A.P. Miller
Japantown/Fillmore	3	Sept 2015 Jan 2016 Mar 2016	B. Horne (<i>expiring term</i>) R. Hashimoto A. Spires
Tenderloin/Downtown	2	Sept 2015 July 2017	P. Gallotta (<i>expiring term</i>) K. Stull
At-Large	5	Sept 2015 Sept 2015 Oct 2015 Apr 2016 Dec 2016	J. John (<i>expiring term</i>) J. Goldberg (<i>expiring term</i>) P. Chan M.H. Brown W. Parsons

Recruitment: We solicited GCAC applications in January 2015 and June 2015 through the Transportation Authority's website and social media accounts, Commissioners' offices, and an email blast to community members and organizations with interest in the Geary corridor.

Applicant Pool: We have received applications from 31 candidates, including the four members seeking reappointment. Attachment 1 provides a matrix summarizing the applications, including information about each person's affiliation to and interest in the Geary Corridor BRT project. Applicants were informed of the opportunity to speak on behalf of their candidacies at the September 15, 2015 Plans and Programs Committee meeting. Applicants were advised that appearance before the Committee is strongly encouraged, but not required, for appointment. Staff provides information on applicants but does not make recommendations on these appointments.

ALTERNATIVES

1. Recommend appointment of five members to the GCAC.
2. Recommend appointment of fewer than five members to the GCAC.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

None. The CAC does not make recommendations on other CACs or appointments to those committees.

FINANCIAL IMPACTS

None.

RECOMMENDATION

Recommend appointment of five members to the GCAC.

Attachments (2):

1. Geary BRT CAC Members
2. Geary BRT CAC Applicants

Enclosure:

1. Applications

Attachment 1. Geary BRT Citizens Advisory Committee Members, September 2015

Term Expiration	Name	Corridor Relationship / Interest / Affiliation				Residence		Work		Self-Identified:					
		Resident	Business	Employee	Transit	Environment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	Gender	Ethnicity
Richmond (3 seats, 1 vacancy)															
Sep. 2015	Joanna Fong	x		x	x					1	Richmond			F	Chinese
Apr. 2016	Jonathan Foerster	x			x					1	Richmond			M	
Feb. 2017	Angela Paige Miller	x	x		x	x		Pedestrian, bicycling advocate		1	Inner Richmond		Stanford	F	Caucasian
Japantown/Fillmore (3 seats, 1 vacancy)															
Sep. 2015	Benjamin Horne	x	x		x					5	Lower Pac Heights/Upper Fillmore		Union Square/Lower Pac Heights	M	
Jan. 2016	Richard Hashimoto	part-time	x		x			Japantown Merchants Association		n/a	Vallejo, CA (part-time in W. Addition)		Japantown	M	Japanese American
Mar. 2016	Austin Spires	x		x	x					5	Fillmore		SOMA	M	
Tenderloin/Downtown (2 seats, 1 vacancy)															
Sep. 2015	Peter Gallotta	x			x	x		LGBT		6	Tenderloin		Civic Center	M	
Jul. 2017	Kevin Stull	x		x	x			Central City SRO Collaborative; Pedestrian Safety Advisory Committee		6	Tenderloin		Tenderloin	M	Caucasian
At-Large (5 seats, 2 vacancies)															
Sep. 2015	Jolsna M John	x			x			Pedestrian advocate		2	Lower Pac Heights			F	South Asian
Sep. 2015	Jonathan Goldberg	x		x	x			SF Beautiful		5	Lower Pac Heights			M	Caucasian
Oct. 2015	Paul Chan	x	x		x					1	Richmond		Richmond	M	
Apr. 2016	Margie Hom Brown	x			x			Chinese speakers		1	Richmond			F	Chinese

Term Expiration	Name	Corridor Relationship / Interest / Affiliation							Residence		Work		Self-Identified:		
		Resident	Business	Employee	Transit	Environment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	Gender	Ethnicity
Dec. 2016	Winston Parsons	x			x	x			Pedestrian and bicycle advocate	2	Inner Richmond/Jordan Park	6	SOMA	M	

Attachment 2. Geary BRT Citizens Advisory Committee Applicants, September 2015

Applicant Status	Name	Corridor Relationship / Interest / Affiliation						Residence		Work		Self-Identified:			
		Resident	Business	Employee	Transit	Environment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	Gender	Ethnicity
Richmond (3 seats, 1 vacancy)															
Member, seeking reappointment	Joanna Fong	x		x	x					1	Richmond			F	Chinese
Applicant	Soumya Aleti	x	x	x	x		x	Pedestrian advocate, student	1	Lone Mountain	1	[not provided]	F	East Indian	
Applicant	Matthew Alvarez	x			x	x			1	Inner Richmond	3	Financial District	M	Latino	
Applicant	Cyndi Bakir	x		x	x		x	Pedestrian and bicycling advocate	1	Inner Richmond	1	Richmond	F	Euro-American	
Applicant	Jamie Choy	x			x			Pedestrian advocate	2	Sea Cliff/Outer Richmond	n/a	Oakland	M	Chinese-Caucasian	
Applicant	Sascha Cohen	x	x		x			Bicycling and pedestrian advocate	1	Inner Richmond	5	Inner Sunset			
Applicant	Gilbert Dair	x					x		1	Richmond	9	Mission			
Applicant	Emily Grimm	x	x	x	x		x	Pedestrian advocate	1	Outer Richmond	6	Financial District	F	Caucasian	
Applicant	Rene Hinojosa	x	x						1	Richmond	3	Financial District	M	Latino	
Applicant	Patrick Kennedy	x	x		x				1	Inner Richmond	3	Russian Hill	M	Caucasian	
Applicant	Sanford Kingsley	x	x		x				2	Richmond	1	Richmond	M	Caucasian	
Applicant	Kate Lazarus	x	x	x	x				1	Richmond	3	Jackson Square	F	Caucasian	
Applicant	David Lee	x	x		x		x		1	Richmond	1	Richmond	M	Chinese	
Applicant	Dylan MacDonald	x							1	Inner Richmond	6	SOMA			
Applicant	Suzie Moy	x	x				x		1	Richmond			F	Asian	

Applicant Status	Name	Corridor Relationship / Interest / Affiliation								Residence		Work		Self-Identified:	
		Resident	Business	Employee	Transit	Environment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	Gender	Ethnicity
Applicant	Alexei Nikolaeff-Svensson	x	x	x	x	x			Bicycling advocate	1	Inner Richmond	1	Inner Richmond		
Applicant	Daniel Sisson	x	x		x				SF Transit Riders Union	1	Inner Richmond	3	Financial District	M	Mixed
Applicant	Victoria Stephens	x			x	x		x		1	Richmond		Richmond	F	Caucasian
Applicant	Ventsislav Stoichev	x			x					1	Richmond	3	Financial District		
Applicant	Joe Strella	x			x	x			Pedestrian advocate	1	Inner Richmond	n/a	San Bruno	M	
Applicant	Mark Valentine	x	x		x				Pedestrian advocate	1	Richmond	1	Richmond		
Applicant	Kevin Watkins	x	x		x				Bicycling advocate	1	Inner Richmond		SOMA	M	Caucasian
Applicant	Oleg Zhoglo	x	x		x					1	Outer Richmond	6	SOMA	M	

Japantown/Fillmore (3 seats, 1 vacancy)

Member, seeking reappointment	Benjamin Horne	x	x		x					5	Lower Pac Heights/Upper Fillmore	3	Union Square/Lower Pac Heights	M	
Applicant	Lotus Yee Fong	x	x		x	x			Pedestrian advocate	5	Western Addition			F	Asian
Applicant	Alan Kita	x	x	x	x					5	Western Addition	5	Western Addition	M	Asian American
Applicant	William Newsom	x	x		x				Bicycling advocate	5	Western Addition	3	Financial District	M	

Tenderloin/Downtown (2 seats, 1 vacancy)

Member, seeking reappointment	Peter Gallotta	x			x				LGBT	6	Tenderloin	6	Civic Center	M	
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At-Large (5 seats, 2 vacancies)

Member, seeking reappointment	Jolsna M John	x			x				Pedestrian advocate	2	Lower Pac Heights			F	South Asian
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Applicant Status	Name	Corridor Relationship / Interest / Affiliation							Residence		Work		Self-Identified:		
		Resident	Business	Employee	Transit	Environment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	Gender	Ethnicity
Applicant	Elliott Talbot				x					2	Marina	3	Financial District		
Applicant	Jeffrey Wood	x	x			x				8	Noe Valley	8	Noe Valley	M	



Memorandum

Date: 09.09.15 **RE:** Plans and Programs Committee
September 15, 2015

To: Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

From: Anna LaForte – Deputy Director for Policy and Programming *all*

Through: Tilly Chang – Executive Director *TCC*

Subject: **ACTION** – Recommend Allocation of \$9,878,876 in Prop K funds, with Conditions, and Appropriation of \$120,800 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have fourteen requests totaling \$9,999,676 in Prop K sales tax funds to present to the Plans and Programs Committee. The Peninsula Corridor Joint Powers Board (PCJPB or Caltrain) has requested \$5 million for San Francisco's Fiscal Year (FY) 2015/16 member contribution to the Caltrain capital budget for state of good repair projects, including new train departure monitors at the 4th and King Station and the design phase for the retrofit or replacement of the Marin Street and Napoleon Avenue bridges. The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$2 million for its share of settlement costs associated with the 4th Street Bridge Seismic Retrofit and Rehabilitation Project (Segment A of the Third Street Light Rail project), as well as \$100,000 for the District 3 Neighborhood Transportation Improvement Program planning project to increase safety, access, and connectivity along Kearny and Montgomery streets. San Francisco Public Works is requesting \$738,000 to procure street repair and cleaning equipment, and with the Transportation Authority, is requesting \$2 million to acquire the right of way and perform archaeological investigation of the future site of the Quint-Jerrold Connector Road. We are also requesting \$45,800 to leverage over \$900,000 in federal grant and Bay Area Rapid Transit (BART) funds to pilot an innovative program aimed at mitigating rush hour congestion on BART by incentivizing riders to shift their travel to the shoulders of the peak period. Finally, San Francisco Environment is requesting \$80,000 to administer and conduct outreach to San Francisco employers on the Commuter Benefits Ordinance. Fully funding Caltrain and SFMTA's 4th Street Bridge Settlement requests requires Prop K Strategic Plan amendments and corresponding 5-Year Prioritization Program amendments to advance funding from later fiscal years to FY 15/16.

BACKGROUND

We have fourteen requests totaling \$9,999,676 in Prop K sales tax funds to present to the Plans and Programs Committee at the September 15, 2015 meeting, for potential Board approval on September 22, 2015. As shown in Attachment 1, the requests come from the following Prop K categories:

- 3rd Street Light Rail (Phase 1)
- Caltrain Capital Improvement Program (CIP)

- Caltrain Relocation of Paul Street to Oakdale
- Caltrain Vehicles
- Caltrain Facilities
- Caltrain Guideways
- Street Repair and Cleaning Equipment
- Transportation Demand Management/Parking Management
- Transportation / Land Use Coordination

Board adoption of a 5-Year Prioritization Program (5YPP) for Prop K programmatic categories is a prerequisite for allocation of funds from each of these categories except 3rd Street Light Rail (Phase 1), which is a single-project category programmed directly in the Prop K Strategic Plan.

DISCUSSION

The purpose of this memorandum is to present fourteen Prop K requests totaling \$9,999,676 to the Plans and Programs Committee and to seek a recommendation to allocate or appropriate the funds as requested.

Attachment 1 summarizes the requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project is included in the attached Allocation Request Forms.

Strategic Plan Amendments: Caltrain's requests require a Strategic Plan amendment to advance a total of \$787,844 in unprogrammed capacity from Fiscal Year (FY) 2033/34 to FY 2015/16 in the Caltrain CIP (\$223,756) and Vehicles (\$564,088) categories. This continues the trend of advancing Prop K sales tax funds for the Caltrain CIP and its share of the Vehicles, Facilities, and Guideways categories so that Prop K can temporarily provide San Francisco's annual local capital match contribution, relieving the San Francisco Municipal Transportation Agency (SFMTA) of this financial burden until Prop K sales tax funds are exhausted for Caltrain. The last year of funding for Caltrain local capital match in Prop K is currently FY 2022/23. The amendment triggered by Caltrain's request would result in an increase of \$516,782 in financing costs in the Caltrain CIP (\$178,590) and Vehicles (\$338,192) categories, which we consider to be insignificant.

SFMTA's request for the 4th Street Bridge Settlement requires a Strategic Plan amendment to advance \$2,029,582 in FY 2016/17 funds to FY 2015/16, and amend the Board policy that programmed all remaining Prop K sales tax funds in the 3rd Street Light Rail (Phase 1) category for the Southern Intermodal Terminal (Segment S) to fund the subject request. The amount of Prop K sales tax funds for Segment S, originally part of the Initial Operating Segment, has been reduced over time by advancing these funds to SFMTA to cover cost increases for Phase 1. The current request brings SFMTA's commitment (i.e., non-Prop K sales tax funds that SFMTA needs to contribute) to Segment S to \$12.8 million should the project move forward. The 3rd Street Light Rail is a grandfathered project from Prop B (the predecessor to Prop K). Consistent with Strategic Plan policy, the cost of advancing funds for a grandfathered project is covered by the overall Prop K capital program. Advancing \$2,029,582 for the subject request results in an inconsequential \$10,000 increase in financing costs to the Prop K program.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests, highlighting

special conditions, 5YPP amendments and other items of interest.

Representatives from sponsor agencies will attend the CAC meeting to answer questions.

ALTERNATIVES

1. Recommend allocation of \$9,878,876 in Prop K funds, with conditions, and appropriation of \$120,800 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocation of \$9,878,876 in Prop K funds, with conditions, and appropriation of \$120,800 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its September 2, 2015 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This action would allocate \$9,878,876 and appropriate \$120,800 in FY 2015/16 Prop K sales tax funds, with conditions, for a total of fourteen requests. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms. The impact of the proposed Prop K Strategic Plan amendments would be an estimated \$526,782 in additional financing costs, less than .01% of projected financing costs over the 30-year life of the Expenditure Plan.

The FY 2015/16 Prop K Allocation Summary (Attachment 4) shows the total approved FY 2015/16 allocations to date with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum.

Sufficient funds are included in the proposed FY 2015/16 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Recommend allocation of \$9,878,876 in Prop K funds, with conditions, and appropriation of \$120,800 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K 2015/16 Fiscal Year Cash Flow Distribution – Summary

Enclosure:

1. Prop K Allocation Request Forms (14)

Attachment 1: Summary of Applications Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Prop K Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	2	SFMTA	4th Street Bridge Settlement	\$ 2,029,582	\$ 16,610,671	23%	88%	Construction	6
Prop K	7	PCJPB	Los Gatos Creek Bridge Creek Replacement	\$ 427,571	\$ 26,943,000	69%	98%	Construction	Citywide
Prop K	7	PCJPB	Tunnel #4 Track and Drainage Rehabilitation	\$ 259,200	\$ 1,728,000	69%	85%	Design	Citywide
Prop K	7	PCJPB	Marin Street and Napoleon Ave Bridge	\$ 152,800	\$ 1,364,000	69%	89%	Design	10
Prop K	7	PCJPB	FY16 Station Fiber Connectivity Implementation	\$ 598,000	\$ 2,505,000	69%	76%	Design	Citywide
Prop K	14	SFPW, SFCTA	Quint-Jerrold Connector Road	\$ 2,006,350	\$ 2,037,203	70%	2%	Environmental, Right of Way	10
Prop K	17P	PCJPB	FY16 Rolling Stock SOGR	\$ 1,673,197	\$ 4,000,000	84%	58%	Construction	Citywide
Prop K	20P	PCJPB	Train Departure Monitors at Terminal Stations (SF and Diridon)	\$ 172,000	\$ 1,530,000	90%	89%	Construction	6
Prop K	20P	PCJPB	Systemwide Station Improvements	\$ 318,989	\$ 1,800,000	90%	82%	Construction	6, 10
Prop K	22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,398,243	\$ 7,490,000	78%	81%	Construction	Citywide
Prop K	35	SFPW	Street Repair & Cleaning Equipment	\$ 738,072	\$ 738,072	29%	0%	Procurement	Citywide
Prop K	43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 79,872	\$ 79,872	54%	0%	Construction	Citywide
Prop K	43	SFCTA	San Francisco BART Travel Incentive Program	\$ 45,800	\$ 953,800	54%	95%	Construction	Citywide
Prop K	44	SFMTA	Kearny Street Multimodal Implementation Plan [NTIP Planning]	\$ 100,000	\$ 100,000	40%	0%	Planning	3
			TOTAL	\$ 9,999,676	\$ 67,879,618	60%	85%		

Attachment 1: Summary of Applications Received

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2012 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronyms: PCJPB (Peninsula Counties Joint Powers Authority); SFCTA (San Francisco County Transportation Authority); SFE (San Francisco Department of the Environment); and SFMTA (San Francisco Municipal Transportation Agency).

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
2	SFMTA	4th Street Bridge Settlement	\$ 2,029,582	\$ -	Requested funds will be used for the San Francisco Municipal Transportation Agency's share of settlement costs associated with the 4th Street Bridge seismic retrofit and rehabilitation project, also known as Segment A of Third Street Light Rail Phase I (Initial Operating Segment). The City and County of San Francisco and the Federal Highway Administration are also providing funding for the settlement costs.
7	PCJPB	Los Gatos Creek Bridge Creek Replacement	\$ 427,571	\$ -	Funds will be used to construct a new three-track bridge with improved seismic performance to replace the existing two-track Los Gatos Creek Bridge, near Diridon Station in San Jose.
7	PCJPB	Tunnel #4 Track and Drainage Rehabilitation	\$ 259,200	\$ -	Prop K funds would be used for design of the Brisbane tunnel and track rehab project, which will rehabilitate the track structure and drainage system in Tunnel #4 in Brisbane.
7	PCJPB	Marin Street and Napoleon Ave Bridge	\$ 152,800	\$ -	Requested funds will be used for design phase to retrofit or replace the Marin Street and Napoleon Avenue bridges in San Francisco. These structures have reached the end of their useful lives and the area under them has become a security and safety concern. Design is expected to be complete by December 2016.
7	PCJPB	FY16 Station Fiber Connectivity Implementation	\$ 598,000	\$ -	Caltrain will use Prop K funds to design fiber-optic communication connections between the Positive Train Control project and existing Caltrain systems, as recommended by Caltrain's Fiber Connectivity Study.
14	SFPW, SFCTA	Quint-Jerrold Connector Road	\$ 2,006,350	\$ -	SFPW is requesting \$1,914,000 to purchase right of way, currently owned by the Union Pacific Railroad for construction of the new Quint-Jerrold Connector Road, and \$17,350 for regulatory staff support for additional archaeological investigation and ongoing design review. SFCTA is requesting \$75,000 to procure a consultant for the additional archaeological investigation.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
17P	PCJPB	FY16 Rolling Stock SOGR	\$ 1,673,197	\$ -	Prop K funds will be used to perform overhaul work on the Caltrain fleet of locomotives, Bombardier car and gallery rail car systems.
20P	PCJPB	Train Departure Monitors at Terminal Stations (SF and Diridon)	\$ 172,000	\$ -	Requested funds will be used to install train departure monitors at the San Francisco 4th & King and San Jose Diridon stations to provide real-time information to passengers. The project will be open for use by July 2017.
20P	PCJPB	Systemwide Station Improvements	\$ 318,989	\$ -	Funds will be used for the rehabilitation of various elements of passenger stations, including replacement of passenger shelters, replacing center track fences, etc.
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,398,243	\$ -	Requested funds will be used for work required to keep the Caltrain tracks in a state of good repair. Examples of work include replacement of rails, joints and ties.
35	SFPW	Street Repair & Cleaning Equipment	\$ 738,072	\$ -	SFPW is requesting Prop K funds to procure 1 flusher truck, two high pressure surface cleaning and water recovery systems, 1 bike path sweeper and 1 pothole patch truck. SFPW expects all equipment to be in use by May 2017.
43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 79,872	\$ -	Prop K funds will be used to administer and conduct outreach for the San Francisco Commuter Benefits Ordinance through September 2016, and implement steps to automate administration. The ordinance requires San Francisco employers to offer commuter benefits to encourage employees to walk, bike, take transit and rideshare. This project's scope includes administration of ordinance compliance such as updating and producing materials, outreach to employers, tracking program metrics, and updating the compliance process.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
43	SFCTA	San Francisco BART Travel Incentive Program	\$ 45,800	\$ -	We are requesting Prop K funds to leverage \$908,000 in federal grant and BART operating funds for a pilot program to mitigate congestion on BART by incentivizing riders to shift their travel to the shoulders of the peak period. The pilot will alleviate congestion on BART in the short-term while longer-term solutions are developed; support continued ridership growth; support implementation of the Bay Area vision for focused growth around transit; and demonstrate a successful proof-of-concept of providing direct incentives to shift travel behavior and mitigate congestion. Engagement with employers and commuters will occur over a 6- to 9-month period. Overall program length of 2.5 years includes marketing plan, development of incentives, and evaluation, and is scheduled for completion in spring 2018.
44	SFMTA	Kearny Street Multimodal Implementation Plan [NTIP Planning]	\$ 100,000	\$ -	Requested funds will be used to engage the community, the Supervisor's Office and other relevant stakeholders to plan and develop conceptual designs for Kearny and Montgomery Streets between Market and Broadway to increase pedestrian safety, enhance transit performance, and develop north- and south-bound bicycle facilities in the corridor. This project will build upon recommendations in the Transportation Authority's Chinatown Neighborhood Transportation Plan. SFMTA anticipates completing the final report by December 2016, including key findings, recommendations, next steps, and an implementation and funding strategy.
TOTAL			\$ 9,999,676	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
2	SFMTA	4th Street Bridge Settlement	\$ 2,029,582	\$ -	The Prop K Strategic Plan includes \$5.9 million in FY 2016/17 as the only remaining funds in the 3rd Street Light Rail (Phase 1) line item and by Board policy these funds are designated for the Southern Intermodal Terminal (Segment S). This policy was adopted recognizing that Segment S was part of the original approved scope of the Initial Operating Segment, but was deferred due to cost increases. Funding this request requires a Prop K Strategic Plan amendment to amend the aforementioned policy and advance \$2,029,582 of the \$5.9 million from FY 2016/17 to FY 2015/16. The 3rd Street Light Rail is a grandfathered project from Prop B (the predecessor to Prop K). Consistent with Strategic Plan policy, the cost of advancing funds for a grandfathered project is covered by the overall Prop K capital program. Advancing \$2,029,582 for the subject request results in an inconsequential \$10,000 increase in financing costs to the Prop K program. Our recommendation includes a Special Condition that the SFMTA's commitment (i.e. non-Prop K funds that SFMTA needs to contribute) to Segment S has increased over time and now totals \$12.8 million should the project move forward. See page 3 of the enclosed allocation request form for more details.
7	PCJPB	Los Gatos Creek Bridge Creek Replacement	\$ 427,571	\$ -	[NOTE A]: Fully funding San Francisco's \$5 million member share of the FY 15/16 Caltrain capital budget contribution requires a Strategic Plan amendment to advance a total of \$223,756 in unprogrammed capacity from FY 33/34 to FY 15/16 in the Caltrain Capital Improvement Program (CIP) category. This amendment will slightly increase financing costs for the Caltrain CIP category by \$178,590, from \$3,172,413 to \$3,351,003, which we consider to be insignificant. This request also requires a corresponding 5YPP amendment , which includes programming \$150,000 in cumulative remaining capacity in FY 15/16.
7	PCJPB	Tunnel #4 Track and Drainage Rehabilitation	\$ 259,200	\$ -	See Note A.
7	PCJPB	Marin Street and Napoleon Ave Bridge	\$ 152,800	\$ -	See Note A.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
7	PCJPB	FY16 Station Fiber Connectivity Implementation	\$ 598,000	\$ -	See Note A.
14	SFPW, SFCIA	Quint-Jerrold Connector Road	\$ 2,006,350	\$ -	Our recommendation includes a Special Condition that if, after two years following the close of escrow, the SFCIA determines that the connector road is not advancing adequately toward project implementation (e.g. design is complete), the SFCIA may request that the City and County of San Francisco attempt to sell the right of way purchased with Prop K funds at its then-fair market value and return to the Transportation Authority the lesser of: the sales proceeds (net of the cost of the sale and City's cost of holding the property in the interim) or the original \$1,914,000 Prop K funds plus interest equal to the rate of the City's treasury pool.
17P	PCJPB	FY16 Rolling Stock SOGR	\$ 1,673,197	\$ -	Fully funding San Francisco's \$5 million member share of the FY 15/16 Caltrain capital budget contribution requires a Prop K Strategic Plan amendment to advance a total of \$564,088 in unprogrammed capacity from FY 33/34 to FY 15/16 in the Caltrain Vehicles category. This amendment will slightly increase financing costs for the Caltrain Vehicles category by \$338,192, from \$1,613,956 to \$1,952,147, which we consider to be insignificant. This requires a corresponding 5YPP amendment , which includes programming \$2,742 in cumulative remaining capacity in FY 15/16.
20P	PCJPB	Train Departure Monitors at Terminal Stations (SF and Diridon)	\$ 172,000	\$ -	
20P	PCJPB	Systemwide Station Improvements	\$ 318,989	\$ -	
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,398,243	\$ -	5YPP amendment: Our recommendation is contingent on a 5YPP amendment to program \$79,113 in cumulative remaining capacity in FY 15/16.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
35	SFPW	Street Repair & Cleaning Equipment	\$ 738,072	\$ -	Our recommendation is contingent on administrative amendment to a prior allocation for street repair and cleaning equipment to allow \$195,195 in unneeded funds to be used for the subject project.
43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 79,872	\$ -	
43	SFCTA	San Francisco BART Travel Incentive Program	\$ 45,800	\$ -	
44	SFMTA	Kearny Street Multimodal Implementation Plan [NTIP Planning]	\$ 100,000	\$ -	
TOTAL			\$ 9,999,676	\$ -	

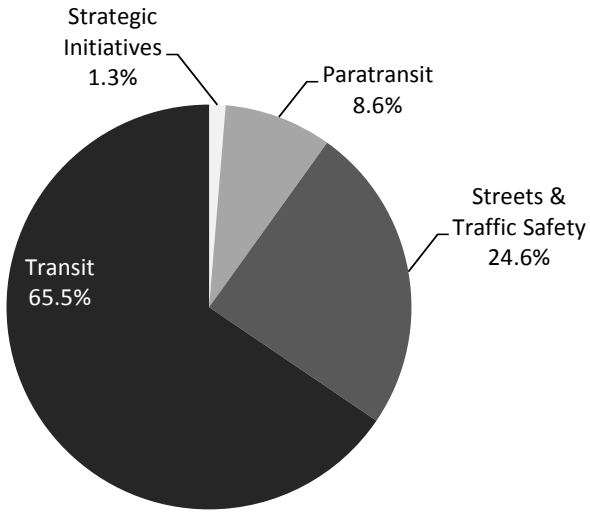
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2015/16**

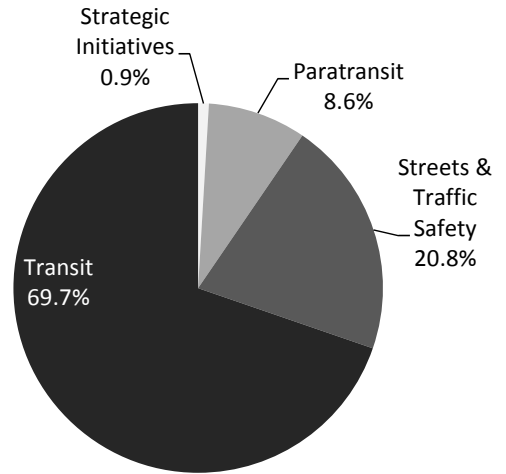
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	2019/20
Prior Allocations	\$ 113,698,638	\$ 88,412,614	\$ 24,536,024	\$ 750,000	\$ -	\$ -
Current Request(s)	\$ 9,999,676	\$ 6,836,659	\$ 3,147,903	\$ 15,114	\$ -	\$ -
New Total Allocations	\$ 123,698,314	\$ 95,249,273	\$ 27,683,927	\$ 765,114	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2015/16 allocations approved to date, along with the current recommended

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date





Memorandum

Date: 09.10.15 **RE:** Plans and Programs Committee
September 15, 2015

To: Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

From: Amber Crabbe – Assistant Deputy Director for Policy and Programming *Ac*
Maria Lombardo – Chief Deputy Director *mel*

Through: Tilly Chang – Executive Director *TC*

Subject: **INFORMATION** – Plan Bay Area 2040: San Francisco Call for Projects and Draft Goals and Objectives

Summary

In May, we issued a call for projects for San Francisco project priorities for Plan Bay Area 2040 (PBA 2040), the Regional Transportation Plan/Sustainable Communities Strategy led by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments. PBA is the region's blueprint for transportation investment through 2040. Projects seeking federal funding or a federal action before 2021 must be included in PBA as a stand-alone project or be consistent with a programmatic category. Large capacity-changing or regionally significant projects that trigger air quality conformity analyses must be individually listed in PBA. Concurrent with our call for projects, MTC is undertaking similar processes for transit, local roads, and state highway state of good repair needs and for multi-county or regionally significant projects. Together these efforts create the universe of projects that will be considered for inclusion in PBA. MTC has given us an initial discretionary county budget of \$8.4 billion. Ultimately, we will need to meet a lower financially constrained budget. Even at the inflated initial target, San Francisco's needs exceed projected available funds; thus, we must work closely with project sponsors to ensure priority for those projects that need to be in PBA 2040 to avoid delay. The overall PBA process also includes opportunities to shape regional policies, fund programs, and new revenue advocacy. Our draft goals and objectives for PBA 2040 are shown in Attachment 1. Attachment 2 includes our preliminary draft list of existing and new project recommendations as well as a draft list of regional projects of interest to San Francisco. This information item represents an opportunity for the Plans and Programs Committee and public to provide input into the list of projects. The final list will be considered for action by the Committee at its October 20 meeting.

BACKGROUND

On May 26, 2015, the Transportation Authority issued a call for projects for consideration in San Francisco's list of priorities for Plan Bay Area 2040 (PBA 2040), the Bay Area's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). Every four years, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) lead development of the RTP/SCS, which sets policy and transportation investment priorities in the nine Bay Area counties, sets the regional strategy to meet greenhouse gas reduction targets for transportation, and contains a plan to accommodate the need for new housing at all income levels.

This planning cycle is a focused or minor update to the region's first RTP/SCS adopted in 2013 (PBA 2013), meaning it will largely retain the framework and contents of PBA 2013, and will focus primarily on updating the scope, schedule, and budget of projects in the current plan as well as furthering policy and sector work in a few areas which didn't receive as much attention during the last cycle (e.g. adaption policy and goods movement). This update, like PBA 2013, will extend through 2040.

PBA 2040 Call for Projects: MTC and ABAG undertake 3 parallel processes which together generate the universe of projects that will be considered for inclusion in PBA. These include: 1) MTC-led state of good repair needs assessment for transit, local streets and roads, and highways; 2) MTC-led call for projects for regionally significant projects, including projects proposed by multi-county project sponsors such as regional transit operators; and 3) Congestion Management Agency-led (CMA-led) county-level call for projects. The latter call for projects is the subject of this memorandum.

The final approved RTP/SCS is required to be financially constrained, meaning it can only include a program of projects within the limits of the revenue that can be reasonably anticipated over the life of the plan. For PBA 2040, MTC has assigned San Francisco an initial discretionary county budget target of \$8.4 billion. These initial targets are intended to place a cap on project/program submittals by CMAs and are not intended to be construed as the amount of funds the county will receive in the final financially constrained RTP/SCS. The initial county budget target includes a multiplier factor layered on top of projected county share Regional Transportation Improvement Program, One Bay Area Grant and anticipated new local revenue sources such as extension of existing transportation sales tax measures (e.g. Prop K) and any new local measures that may be on the ballot prior to PBA 2040 adoption in June 2017. This initial county budget target is higher than the final discretionary funding budget within which we will have to fit San Francisco's project priorities. As we work with MTC/ABAG through the PBA 2040 process, MTC will undertake project performance evaluation, establish regional priorities, and refine funding projections. Before the recommended PBA investment scenario is chosen, CMAs will be asked to reduce their project lists to meet financially constrained targets. Similarly, if ballot measures are not passed before June 2017, those revenues will be dropped from PBA 2040 and project lists will need to be trimmed accordingly.

DISCUSSION

The purpose of this memorandum is to seek feedback on our proposed draft PBA 2040 goals and objectives for San Francisco and the preliminary draft list of projects and programs that the Transportation Authority will need to submit to MTC by October 30, 2015.

Draft San Francisco Goals and Objectives: Our approach to PBA 2040 has been informed by the draft goals and objectives shown in Attachment 1. Drawing on what we learned from the first PBA and the 2013 San Francisco Transportation Plan (SFTP), the goals and objectives fall into two main categories: financial and policy. The financial goals and objectives outline our strategy for the call for projects (such as ensuring inclusion of all projects that need to be in PBA 2040 so that they are not delayed in advancement, e.g. a project that intends to seek federal funds for construction before 2021) and for increasing federal, state and regional revenues to San Francisco priorities through seeking to secure a large share of existing discretionary revenues and advocating for new revenues. The policy goals and objectives cover a range of topics from supporting performance based decision-making to equity issues to project delivery.

Project Identification Process: Existing PBA 2013 projects and the SFTP served as the starting point for identifying projects and programs for PBA 2040, but public agency staff and members of the public were also invited to submit project ideas through the call for projects issued by the Transportation

Authority in May. All projects were required to have a confirmed public agency sponsor in order to be considered for inclusion in San Francisco's draft list of project priorities. Project ideas that were directly submitted by a member of the public or stemmed from our community outreach were forwarded to likely public agency sponsors for consideration.

As noted above, MTC directed sponsors of multi-jurisdictional or regional projects (e.g. the California Department of Transportation, the Bay Area Rapid Transit District, the Peninsula Corridor Joint Powers Board, and the Water Emergency Transportation Authority) to submit projects directly to MTC. However, we have also been coordinating with these agencies to identify San Francisco priorities and consider whether to commit a share of our local county budget target to them. A summary of anticipated regional project submissions relevant to San Francisco is included in Attachment 2 (projects 56-74). Similarly, transit and local streets and roads state of good repair projects do not need to be submitted through the CMA call for projects because MTC is separately collecting information on SOGR projects.

Projects can be included in PBA in two different ways: individual project listings or programmatic categories. Larger capacity changing projects (e.g. roadway widening and new transit services) and regionally significant projects that need to be coded in the regional travel demand forecasting model must be called out individually in the PBA. Smaller projects that don't significantly change capacity (such as most pedestrian and bicycle projects with no or minimal lane reductions and transportation demand management projects) can be included within programmatic categories. As a result of this guidance, the majority of projects are captured in programmatic categories within PBA.

Public Outreach: We led a series of public outreach efforts in the spring and summer of 2015 in order to solicit project ideas and feedback for the call for projects and kick off an update to the San Francisco Transportation Plan (SFTP). Multi-lingual outreach efforts included printed materials, notices in neighborhood newspapers, social media and targeted outreach to groups representing low income individuals and non-native English speakers. Members of the public were encouraged to nominate projects through the Transportation Authority's Plan Bay Area 2040 call for projects website (www.sfcta.org/rtp) and a multi-lingual phone hotline was also set up for the purpose. We have also been noticing public input opportunities at all Transportation Authority Board and committee meetings where PBA items are agendized.

What we heard during the outreach effort was very useful and echoed many of the themes that we had heard during the 2013 SFTP process. Clearly, they are still relevant and we will continue to address these topics as we prepare the next SFTP update. Three of the most common feedback themes were social equity, public transportation and safety as summarized below, followed by highlights of other feedback.

Social equity was an overarching concern voiced especially by groups located in or working with communities of concern. This spanned both process (wanting to be given the opportunity to engage in planning processes) and outcomes (demonstrable social equity benefits resulting from investment).

Public transportation input focused on maintaining and upgrading San Francisco's public transit system, particularly reliability and frequency of service, across all communities in the city. Other related comments included: accessibility for families and seniors; interest in expanding the underground Muni network as a long term solution to overcrowding and future population growth; and interest in a new transbay tube to serve regional demand for transit.

Safety, especially of pedestrians, cyclists and other vulnerable populations (such as seniors and school children) was also a very prevalent theme. Many groups expressed interest in supporting

Vision Zero and several groups expressed their desire for pedestrian and bicycle amenities, including scramble signals, bicycle lanes, and intersection daylighting.

Congestion management: There was some support for congestion management efforts in San Francisco including the cordon pricing or parking pricing.

Regional connectivity: A number of advocacy groups highlighted the importance of regional connectivity and addressing regional congestion as being important to San Francisco's overall economic competitiveness. Connectivity to the East Bay and South Bay were most frequently mentioned.

Process and communication: Most groups stressed the importance of having more transparent communication of project timelines and updates, and expressed a desire to better understand decision-makers' rationale when unexpected changes are made to a project. Regarding process in general, groups also emphasized the importance of following-through on promises made.

Other: Discussions of housing affordability, transportation affordability, and displacement also came up during these meetings.

Strategy for Identifying San Francisco Priorities: We worked with project sponsors through our technical working group and in smaller groups to first evaluate existing PBA projects. Unless a project has been completed or cancelled, all existing PBA projects will be recommended to carryforward to PBA 2040. These projects are listed with brief project descriptions in the first table in Attachment 2 to this memo. Sponsors have to submit project scope, schedule, cost, and funding information through a MTC PBA database which was newly launched this spring. The new system and amount of information required has caused delays in project sponsors' ability to input the information. Consequently, we are still in the process of working with sponsors to collect and vet all the required project information for accuracy and reasonableness. Cost and funding information, in particular, is changing; thus to avoid confusion, we haven't provided cost information with this memorandum, but will do so next month.

For new project submissions, we first screened them to see if they would need to be included as an individual project per MTC's call for project guidance or if they could be grouped into a programmatic category. For call for project purposes, we do not need to evaluate projects that will fit within the proposed programmatic categories shown in Attachment 3 further.

If a proposed new project would need to be listed as an individual PBA project, we did an initial review of scope, schedule, budget, and funding for reasonableness. We also consulted the SFTP to identify which project submissions were included in the plan and if not included, whether it advanced SFTP goals (economic competitiveness, world class infrastructure, healthy environment, and livability); geographic equity (in particular whether the project was located in a community of concern); and supported Vision Zero.

For projects not in the SFTP, we evaluated what type of other plan status the project had. The intent of the plan status review is geared toward understanding the level of planning and technical work that has been done on the project, the amount of agency and public vetting, and given those factors, whether the project is ready to be called out in PBA as an individual project. Specifically, two key considerations are the likelihood of a project completing a federal environmental or entering the construction phase before 2021 (before the next PBA update). These are the projects that need to be listed in PBA 2040 or they may be subject to project delays until the next PBA update. Many of the project submittals were for projects that are still in the early planning phases. These projects can proceed with planning and conceptual engineering until the next PBA update without needing to be called out individually in PBA.

Projects 36-55 in the second table of Attachment 2 are the new projects that we are likely to recommend for inclusion in PBA 2040.

Attachment 2 also provides columns for local discretionary and regional discretionary funds. An “X” indicates that we are likely to recommend local discretionary funding or to recommend advocating for regional discretionary funds for that project. It is important to point out that the top performing projects emerging from PBA’s project performance evaluation are the individual projects with the best chance of receiving regional discretionary funds in PBA. Thus, the projects we have indicated as potential candidates for regional discretionary fund advocacy are ones that we believe will be top performers (many were last time in PBA) and also support regional priorities (e.g. Freeway Performance Initiative).

Coordinated San Francisco Long-Range Planning Effort: Through the SFMTA-led Rail Capacity Strategy, the MTC-led Bay Area Core Capacity Transit Study, Planning Department’s Railyard Alternatives and I-280 Access Boulevard Feasibility (RAB) Study, various BART-led efforts, and public outreach, staff and stakeholders identified a number of major capital project ideas that merited consideration, with a particular focus on increasing capacity of the transit system throughout the city, including transit expansion. Most of these ideas are in preliminary stages and will require further planning and analysis to help develop project scopes, estimate costs, evaluate benefits, and seek public and policy maker input on concepts.

Given that demand for transportation resources (both staff and financial resources) far outstrips projected available funds, prioritization of these expansion projects while concurrently considering other needs (including SOGR) is essential. Thus, we are pleased to report that we are collaborating with the Planning Department, the SFMTA, and the Mayor’s Office on scoping and funding a long range planning effort to generate a comprehensive list of potential expansion projects based on a shared long-term vision that meshes with existing and potential land use patterns as well as operational needs, prioritize them for funding, and phase their implementation over the next 25 years and beyond. The effort will kick off in the winter of 2015/16, and will be accompanied by a robust public involvement process.

One of the primary deliverables will be a major update to the SFTP that is timed for adoption in 2018 or 2019 to inform the next PBA cycle four years from now as well as potential revenue measures and significant land use decisions in intervening years. Prior to this we will present a minor update to the SFTP with adoption in 2016 to correspond with approval of the PBA 2040 preferred alternative. Additionally, the effort will lead into a comprehensive update to the Transportation Element of the City’s General Plan, last updated in 1995, to reflect the City’s major transportation investment priorities and policy objectives for the next generation. In the meantime, we will recommend including sufficient funds in PBA 2040 for a Rail Capacity Long Term Planning project and various programmatic categories to permit continued planning and project development for these potential transit expansion projects. These early project development activities do not require that a project be listed as an individual, named project in PBA.

Next Steps: After receiving input through this information item, we will continue working with project sponsors to vet project information for reasonableness and to develop recommendations for local and regional discretionary funding amounts. Our final draft recommendations will be presented to the CAC on September 30 for approval, and the Plans and Programs Committee and Board for approval in October. It is important to note that neither the project priorities that the Transportation Authority submits to MTC for consideration nor the recommended discretionary funding amounts are guaranteed to be included in PBA 2040. The uncertainty is most relevant for capacity changing projects over \$100

million dollars that have not started construction and for regional discretionary fund asks, which are subject to MTC approval. For capacity changing projects over \$100 million (that are not in the construction phase), MTC will perform its own detailed project evaluation between October 2015 and January 2016 that will inform its alternatives analysis and investment trade-off discussions in early 2016, leading to identification of a preferred investment strategy in spring 2016.

Throughout the PBA 2040 process we will work with our CAC and Commissioners, project sponsors, stakeholders, and local and regional partners to advocate for inclusion of San Francisco's priorities as guided by the policies and advocacy strategies outlined in Attachment 1.

The schedule in Attachment 4 calls out key milestones and opportunities for the public to provide feedback on the proposed PBA 2040 list of projects and programs.

ALTERNATIVES

None. This is an information item.

CAC POSITION

None. This is an information item.

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

None. This is an information item.

Attachments (4):

1. Plan Bay Area 2040 – San Francisco Goals and Advocacy Objectives
2. Plan Bay Area 2040 – Preliminary Draft List of San Francisco Projects
3. Plan Bay Area 2040 – Preliminary Draft List of San Francisco Programmatic Categories
4. Plan Bay Area 2040 – Call for Projects Schedule

Attachment 1
Plan Bay Area (PBA) 2040 – Draft San Francisco Goals and Objectives

FINANCIAL

1. Ensure all San Francisco projects and programs that need to be in the 2017 PBA are included.

This includes:

- Projects that need a federal action (e.g. NEPA approval) or wish to seek state or federal funds before 2021 when the next PBA will be adopted.
- Projects that trigger federal air quality conformity analysis (e.g., projects that affect demand and/or change transit or roadway capacity and can be modeled).
- Note: most projects can be included in programmatic categories.

2. Advocate strongly for more investment in transit core capacity and transit state of good repair.

- Reach out to the “Big 3 Cities” accepting most of the job and housing growth in PBA and to the largest transit operators to develop a unified set of advocacy points and funding strategies for existing and new revenue sources (e.g. advocate for transit’s inclusion in new revenue measures being considered in the Extraordinary Legislative session).
- **Core Capacity Transit Study (CCTS)** - Advocate for regional discretionary funds to advance planning and evaluation of recommendations that emerge from the CCTS. Examples of projects under consideration include HOV lanes on the Bay Bridge for buses and carpools; BART/Muni tunnel turnbacks, crossover tracks or other operational improvements; and a second transbay transit crossing.
- **Cap and Trade** – Advance San Francisco priorities through a revised regional cap and trade framework that accounts for higher than anticipated revenues and insights gained from first programming cycles. Support SFMTA’s efforts to secure funds from the Transit and Intercity Rail Capital Program (TIRCP) to pay back light rail vehicle loans/advances from MTC.
- Seek confirmation of existing regional endorsements for Federal Transit Administration **New Starts/Small Starts/Core Capacity funds** (e.g. Downtown Extension) and new endorsements (e.g. Geary BRT).
- **Prioritize transit SOGR and core capacity for new revenue sources** (See #3).
- **Blended High Speed Rail (HSR)/Caltrain Service** – Continue to advocate for platform height compatibility and for the extension of Caltrain to the Transbay Transit Center, the northern terminus of HSR. Coordinate with San Mateo, Santa

Attachment 1
Plan Bay Area (PBA) 2040 – Draft San Francisco Goals and Objectives

Clara, Caltrain and the California High Speed Rail Authority to plan and prioritize the Blended HSR/Caltrain project for federal, state and regional funds.

3. **Increase share of existing revenues going toward San Francisco priorities** (bigger pie wedge)
 - **OBAG** – Advocate to put greater weight on actual housing production and on planned and produced affordable housing within the existing OBAG formula (consistent with initial MTC staff proposal for OBAG Cycle 2).
 - Revisit **Transit Performance Initiative** program focus and advocate for better integration with the Freeway Performance Initiative (e.g. build into definition of Managed Lanes Implementation Plan (MLIP)).
 - Press for multimodal corridor approach to **Freeway Performance Initiative** and inclusion of San Francisco freeway managed lanes projects in the MLIP, as well as inclusion of SFgo and Treasure Island tolling infrastructure in MTC's Active Operations Management Program, Target **regional discretionary funds** for high performing projects and regionally significant San Francisco projects (e.g. Better Market Street, express lanes, late night transportation services, regional express bus)
4. **Advocate for new federal/state/regional revenues through PBA** (grow the pie)
 - Regional Gas Tax
 - RM3 – bridge toll
 - BART 2016 measure
 - State Extraordinary Legislative Session
 - State Road User Charge
 - Federal surface transportation bill advocacy

POLICY

1. **Vision Zero** - Increase eligibility of Vision Zero projects (including local streets and roads and San Francisco freeway segments/ramps) and project elements in existing and new fund programs and elevate as a funding priority within regional fund programs.
2. **Continue to support performance based decision-making** – This includes continuing to advocate for establishing a transit crowding metric or otherwise better capturing transit crowding in Plan Bay Area's performance evaluation, given that transit crowding is a significant transit core capacity issue.
3. **Economic Performance** –Provide San Francisco input to shape and lead on regional policy on economic performance, including goods movement. Build off of Bay Area Council Institute's work on this goal area, which is also related to the Prosperity Plan and MTC's work on goods movement.

Attachment 1**Plan Bay Area (PBA) 2040 – Draft San Francisco Goals and Objectives**

4. **Equity issues** (Develop San Francisco policy recommendations related to the following equity issues in PBA, many of which overlap.)
 - **Access to transportation** – Build off of Late Night Transportation Study, Prosperity Plan
 - **Affordability** – Build off of MTC study on a means-based regional pass/discount; BART university pass/discount and identify sustainable fund sources
 - **Communities of Concerns** – Advocate for money to continue MTC’s Community Based Transportation Planning grant program; support more funds for the Lifeline Transportation Program
 - **Housing/Displacement** – How should concerns about displacement be reflected in PBA goals, objectives, and policy? Should we push for PDA and PDA-like areas region-wide to take on more of a fair share of growth? There is also an argument that non-PDA areas should also take on more housing for fair access to schools, etc.
5. **Project Delivery** – Seek legislative changes to support Public Private Partnerships, CM/GC and tolling authority and to streamline project delivery.
6. **Sea Level Rise/Adaption** – Support the City’s ongoing Sea Level Rise Resiliency Program, which includes a suite of planning and implementation efforts coordination with regional and local partners. Help shape the regional policy framework.
7. **Shared Mobility** – To the extent PBA address this topic, provide San Francisco input to shape and lead on regional policy on shared mobility.

Attachment 2
Plan Bay Area 2040 - Preliminary Draft List of San Francisco Projects

For the purposes of Plan Bay Area 2040 an X in the Local Discretionary Funds or the Regional Discretionary Funds column indicates staff is likely to recommend assigning or advocating respectively for discretionary funds to that project.					
	Sponsoring Agency	Project Title	Project Description	Local Discretionary Funds?	Regional Discretionary Funds?
Existing Projects in Plan Bay Area (Projects #1 - 35)					
1	SFMTA	Bayshore Station Multimodal Planning and Design	Planning, Preliminary Engineering, and Environmental Review to relocate the Bayshore Caltrain station. The project would also include inter-modal facilities and additional supporting structures and utilities.	X	
2	SFCTA	Downtown Value Pricing/Incentives - New Transportation Infrastructure to Support Congestion Pricing	A set of street improvements to support to support the anticipated mode shift to walking, bicycling, and transit with the implementation of congestion pricing.	Fully Funded	
3	SFCTA	Downtown Value Pricing/Incentives - Pilot	Implementation of a demonstration value pricing (tolls and incentives) program in the San Francisco downtown area	X	X (Received regional discretionary funds in Plan Bay Area)
4	SFCTA	Downtown Value Pricing/Incentives - Transit Service Package	Increased frequencies of transit service to support value pricing pilot	Fully Funded	
5	SFMTA	EN Trips: 16th Street Corridor Improvements	Implement transit priority treatments for the 22-Fillmore route along 16th Street between the intersection of Church and Market Streets and a new terminal in Mission Bay. Treatments include transit-only lanes, transit stop optimization, bus bulbs, boarding islands, and traffic and turn lane modifications, and pedestrian safety improvements in support of Vision Zero. Previously part of RTP project 240158.	X	
6	SFMTA	EN Trips: 7th and 8th Street Improvements	Streetscape improvements that would remove one travel lane on 7th and 8th Streets between Harrison and Market Streets in order to add pedestrian improvements and buffered bicycle lanes. Previously part of RTP project 240158.	X	
7	SFMTA	EN Trips: Folsom and Howard Street Improvements	Implement streetscape improvements on Folsom Street between 5th and 11th Streets and on Howard Street between 4th and 11th Streets. On Folsom Street, a bi-directional cycle track, new transit bulbs and bus bulbs at intersections, and new signals would be implemented. Howard Street would be restriped from 4 to 3 car lanes, with a buffered bicycle lane. Previously part of RTP project 240158.	X	
8	Port of San Francisco	Establish new ferry terminal at Mission Bay 16th Street	Establish new Ferry terminal to serve Mission Bay and Central Waterfront neighborhoods	X	
9	SFMTA	Expand SFMTA Transit Fleet	This project entails expansion of the SFMTA transit fleet and needed facilities to house and maintain transit vehicles. The purpose is to meet projected future transit demand, as indicated in the SFMTA Transit Fleet Plan. It will facilitate the future provision of additional service through the procurement of transit vehicles as well as the development of needed modern transit facilities.	X	

Attachment 2
Plan Bay Area 2040 - Preliminary Draft List of San Francisco Projects

	Sponsoring Agency	Project Title	Project Description	Local Discretionary Funds?	Regional Discretionary Funds?
10	SFMTA	Geary Boulevard Bus Rapid Transit	Implement Geary Bus Rapid Transit (BRT) to improve service between Market Street and Point Lobos Avenue. This proposal includes dedicated bus lanes, enhanced platforms, new bus passing zones, adjustments to local bus stops, turn lane restrictions, new signalization with Transit Signal Priority, real-time arrival information, low-floor buses, and safety improvements in support of Vision Zero.	X	X
11	SFMTA	Geneva-Harney Bus Rapid Transit	Provides exclusive bus lanes, transit signal priority, and high-quality stations along Geneva Avenue (from Santos St to Executive Park Blvd), Harney Way, and Crisp Avenue, and terminating at the Hunters Point Shipyard Center. The project includes pedestrian and bicycle improvements in support of Vision Zero and connects with Muni Forward transit priority improvements west of Santos Street.	X	
12	SFMTA	Historic Streetcar Extension - Fort Mason to 4th & King	The project would extend historic streetcar service by extending either the E-line or the F-line service from Fisherman's Wharf to Fort Mason, using the historic railway tunnel between Van Ness Ave. and the Fort Mason Center. The project will seek non-transit specific funds and will seek to improve the historic streetcar operation as an attractive service for tourists and visitors.		Seeking non-transportation funding for project
13	SF Public Works	Implement Bayview Transportation Improvements	Implement direct access routes from US 101 to the Hunters Point Shipyard. Improvements will include repaving existing roadway and adding new curbs, curb ramps, sidewalks, street lighting, trees and route signage.	X	
14	SF Public Works	Implement Better Market Street - Transportation Elements	Improve Market Street between Steuart Street and Octavia Boulevard. Includes resurfacing, sidewalk improvements, way-finding, lighting, landscaping, transit boarding islands, transit connections, traffic signals, transportation circulation changes, and utility relocation and upgrade.	X	X (Received regional discretionary funds in Plan Bay Area)
15	SF Public Works	Implement Hunters Point Shipyard and Candlestick Point Local Roads Phase 1	Build new local streets within the Hunters Point Shipyard and Candlestick Point area.	X	
16	SF Public Works	Implement Mission Bay New Roadway Network	New roads, extensions and widening of existing roads within the Mission Bay neighborhood, completing the street grid.	X	
17	SFMTA	Implement Road Diets for Bike Plan (includes conversion of traffic lanes for bicycle network improvements)	Conversion of travel lanes from automobile use for enhanced bicycle network improvements and traffic calming efforts.	X	
18	SF Public Works	Implement Southeast Waterfront Transportation Improvements - Phase 1	Hunters Point Shipyard and Candlestick Point roadway improvements (including 2 bus only for BRT lanes along Harney Way). The project includes Bus Rapid Transit service and associated facilities.	X	
19	SFMTA	Muni Forward (Transit Effectiveness Project)	Includes transit priority improvements along Rapid and High Frequency transit corridors, service increases, transfer and terminal investments, overhead wire changes, and street improvements in support of Vision Zero. Transit priority treatments include bus-only-lanes, bus bulbs, queue jumps, transit stop optimization and other treatments described in the Transit Preferential Streets Toolkit.	X	X (Received regional discretionary funds in Plan Bay Area)
20	SFCTA	Oakdale Caltrain Station	Caltrain infill station at Oakdale Avenue in San Francisco	X	

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	Sponsoring Agency	Project Title	Project Description	Local Discretionary Funds?	Regional Discretionary Funds?
21	SFMTA	Parkmerced Street Network	To improve transit, walking, automobile circulation and biking to serve a new mixed-use development. Project includes: a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle stops.	Fully Funded	
22	SFCTA	Presidio Parkway	Reconstruct Doyle Drive with standard lane widths, shoulders, and a median barrier. Reconstruct interchange at State Route 1 and State Route 101 and add an auxiliary lanes between this interchange and Richardson Avenue. Construct one of more transit centers to accommodate local and regional bus operations.	Fully Funded	
23	SF Public Works	Re-build and widen Harney Way to 8-lanes	Re-build existing Harney Way and widen to 8 lanes; add bike lanes and sidewalks. Supports the Geneva-Harney Bus Rapid Transit Project (see Project 10). Project limits: US 101 to Jamestown.	X	
24	SFCTA	San Francisco Transit Performance Initiative	Capital improvements to improve transit efficiency and performance at key intersections or choke points in San Francisco's transit network. Improvements or enhancements could include rail or bus operational and efficiency improvements (e.g. passing tracks, intersection reconfiguration).	X	X
25	SFMTA	SFgo Integrated Transportation Management System	SFgo is San Francisco's Citywide intelligent transportation management system (ITS) program. It identifies signalized and non-signalized intersections located along arterials and the Muni transit system and prioritizes them for ITS upgrades, such as Type 2070 controllers and the accompanying cabinets, transit signal priority, fiber optic or wireless communications, traffic cameras, and variable message signs. Also identifies opportunities to improve arterial safety and pedestrian safety.	X	X
26	SFMTA	SFpark Project Expansion	Expand the SFpark parking management program to strategic areas in San Francisco with cutting edge occupancy sensors, additional signage, marketing and information resources, and with expanded parking management software and database technology.	X	
27	SFMTA	Treasure Island Intermodal Terminal	Terminal and layover facilities for Treasure Island SFMTA bus service.	Fully Funded	
28	SFCTA	Treasure Island Mobility Management Program: Congestion Toll	Introduce a new congestion toll on the entrances to, and exits from, Treasure Island and the San Francisco-Oakland Bay Bridge consistent with development plan.	X	X (Received regional discretionary funds in Plan Bay Area)
29	SFCTA	Treasure Island Mobility Management Program: Expanded Transit Service	New ferry service between San Francisco and Treasure Island; AC Transit service between Treasure Island and Oakland; shuttle service on-Island; bike share on-Island; priced-managed parking on-Island; Travel Demand Management program.	Fully Funded	
30	SFCTA	Treasure Island Mobility Management Program: Transit Capital	New ferry terminal, bus transit vehicles, and shuttle vehicles to serve Treasure Island and Yerba Buena Islands.	X	X (Received regional discretionary funds in Plan Bay Area)
31	SFMTA	Treasure Island/Yerba Buena Island Street Network	To improve transit, walking, automobile circulation and biking to serve a new mixed-use development. Project includes: a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle stops.	Fully Funded	

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Plan Bay Area 2040 - Preliminary Draft List of San Francisco Projects

	Sponsoring Agency	Project Title	Project Description	Local Discretionary Funds?	Regional Discretionary Funds?
32	SFMTA	T-Third Mission Bay Loop	Connect the rail turnouts from the existing tracks on Third Street at 18th and 19th Streets with additional rail and overhead contact wire system on 18th, Illinois and 19th Streets. The loop would allow trains to turn around for special events and during peak periods to accommodate additional service between Mission Bay and the Market Street Muni Metro.	Fully Funded	
33	SFMTA	T-Third Phase II: Central Subway	Extends the Third Street Light Rail line north from King Street along Third Street, entering a new Central Subway near Bryant Street and running under Geary and Stockton Streets to Stockton & Clay Streets in Chinatown. New underground stations will be located at Moscone Center, Third & Market Streets, Union Square, and Clay Street in Chinatown. Includes procurement of four LRVs.	Fully Funded	
34	SFMTA	Van Ness Avenue Bus Rapid Transit	Implement Van Ness Avenue Bus Rapid Transit (Van Ness BRT) to improve approximately two miles of a major north-south urban arterial in San Francisco. Project would include a dedicated lane for BRT buses in each direction between Mission and Lombard Streets. There will be nine BRT stations, with platforms on both sides for right-side passenger boarding and drop-off.	Fully Funded	
35	SFCTA	Yerba Buena Island (YBI) I-80 Interchange Improvement	Includes two major components: 1) On the east side of the island, the I-80/YBI Ramps project will construct new westbound on- and off- ramps to the new Eastern Span of the Bay Bridge; 2) On the west side of the island, the YBI West-Side Bridges Retrofit project will seismically retrofit the existing bridge structures.	Fully Funded	

Attachment 2
Plan Bay Area 2040 - Preliminary Draft List of San Francisco Projects

	Sponsoring Agency	Project Title	Project Description	Local Discretionary Funds?	Regional Discretionary Funds?
Proposed New Projects for Plan Bay Area 2040 (Projects #36 - 55)					
36	SFCTA	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	This project would permanently close the northbound I-280 on-ramp from Geneva Avenue. The linked on-ramp from Ocean Avenue would remain open.	X	
37	SFCTA	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	This project will realign the existing uncontrolled southbound I-280 off-ramp to Ocean Avenue into a T-intersection and construct a new traffic signal on Ocean Avenue to control the off-ramp.	X	
38	SF Planning	Balboa Reservoir Street Network	Includes a new street network throughout the Balboa Reservoir site. Exact street alignments TBD.	Fully Funded	
39	SF Planning	Central SoMa Plan Street Network Changes	Includes significant changes to roadway configurations for Howard, Folsom, Harrison, Bryant, Brannan, 3rd and 4th Streets, including sidewalk widening, addition of new signalized mid-block crosswalks, reduction in general auto lanes, creation of dedicated transit lanes, addition of bicycle lanes, and other changes.	Fully Funded	
40	SF Planning	Central Waterfront/Pier 70 Street Network	Includes a new street network throughout the adjacent Pier 70 and Potrero Power Plant sites – combined 50+ acres east of Illinois Street --, including traffic calming pedestrian and bike network, and transit/shuttle stops.	Fully Funded	
41	SFMTA	Geneva Light Rail Phase I: Operational Improvements	Extend light rail track 2.7 miles along Geneva Avenue from the Green Railyard to Bayshore Boulevard and then to the existing T-Third terminus at Sunnysdale Station. Project would deliver increased operational flexibility, system resiliency, and provide southern east west connection for the rail system. Project phase shown is for non-revenue service. Revenue service will be evaluated separately as part of the proposed Rail Capacity Long Term Planning and Conceptual Design project.	X	
42	SF Planning	Great Highway/Sloat/Ocean Beach Circulation Changes: Southern Portion	Reroute the Great Highway behind the zoo via Sloat and Skyline Boulevards: Close the Great Highway south of Sloat and replace it with a coastal trail; Reconfigure Sloat and key intersections to create a safer, more efficient street; Consolidate street parking, the L Taraval terminus and bicycle access along the south side of Sloat.	X	
43	SF Planning	HOPE SF (Sunnysdale and Potrero) Street Networks	Includes new and realigned street networks throughout the two remaining HOPE SF sites (Sunnysdale and Potrero), including traffic calming pedestrian and bike network, and transit/shuttle stops.	X	
44	SFCTA	HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco	Phase 1: Convert an existing mixed traffic lane and/or shoulder/excess ROW in each direction to HOV 3+ lanes on US 101 from SF/SM County line to I-280 interchange and on I-280 from US 101 interchange to 6th Street offramp to enhance carpool and transit operations during peak periods. Phase 2: Convert Phase 1 HOV lanes to HOT/Express Lanes	X	X
45	SF Planning	India Basin Roadway Transportation Improvements	Includes potential realignment and improvements on Innes Avenue, Hudson Ave., Hunters Point Boulevard, and Jennings St. to calm traffic and improve pedestrian, transit, and bicycle safety and connectivity. Also includes segments of Bay Trail.	X	

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Plan Bay Area 2040 - Preliminary Draft List of San Francisco Projects

	Sponsoring Agency	Project Title	Project Description	Local Discretionary Funds?	Regional Discretionary Funds?
46	SF Planning	Mission Rock (SWL 337) Street Network	Includes a new street network throughout the Seawall Lot 337 development site, including traffic calming pedestrian and bike network, and transit/shuttle stops, as well as consolidation and replacement of the existing 2,300 car parking on site into a single garage.	Fully Funded	
47	SFMTA	Muni Metro/M-Line/19th Avenue Core Capacity Project	Increase the capacity and reliability of the Muni Metro subway by transforming the M-Ocean View into a high-capacity 4-car train line. Includes grade-separation between West Portal and Parkmerced; line re-alignment to serve Parkmerced TOD; re-design of 19th Ave (Eucalyptus to Junipero Serra) with multimodal improvements in support of Vision Zero; and capacity improvements to Muni Metro Subway.	X	X
48	SFMTA	Rail Capacity Long Term Planning and Conceptual Design	Planning and conceptual engineering for study of major corridor and infrastructure investments along existing and potential expansion rail corridors that either expand the system or provide significant increases in operating capacity to the existing Muni light rail system (e.g. T-Third rail extension to Fisherman's Wharf, Geneva Avenue rail service, under-grounding existing rail lines). Will be informed by the Core Capacity Transit Study.	X	X
49	San Francisco City/County	Railyard Alternatives and I-280 Boulevard Program - Planning and Conceptual Design	This program studies the SE quadrant of San Francisco marrying land use and transportation needs for both existing and future scenarios. The study is evaluating potential realignment of the Caltrain Downtown Extension, tear down of I-280 and associated local street network improvements, relocation or reduced footprint of the Caltrain rail yard at 4th and King, and associated land use opportunities.	X	X
50	SFCTA	Regional/Local Express Bus to Support Express Lanes in SF	A 5-year regional/local express bus pilot to provide service to/from downtown San Francisco to/from San Francisco neighborhoods, Marin, Contra Costa, Alameda, San Mateo and Santa Clara counties to complement other freeway corridor management strategies.	X	X
51	SF Planning	Rincon Hill Street Plan Network Changes	Includes sig. changes to roadway config. for Harrison, Spear, Main, Beale, Fremont, & 1st Streets - sidewalk widening, addition of new signalized mid-block crosswalks, reduction in general auto lanes, addition of bike lanes, conversion of one-way streets to two-way operation, and other changes.	X	
52	SFCTA	San Francisco Late Night Transportation Improvements	New routes and increased frequency for all-night regional and local bus service, including Muni, AC Transit, Golden Gate Transit, and SamTrans routes.	X	X
53	SF Planning	Schlage Lock Development Street Network	Includes a new street network throughout the Schlage Lock site, setting up possible future connections south to Brisbane Baylands.	Fully Funded	
54	SF Planning	Transit Center District Plan and Transbay Redevelopment Plan Street Network Changes	Includes significant changes to roadway configurations for Mission, Howard, Folsom, Spear, Main, Beale, Fremont, 1st, Essex, and Hawthorne Streets, including sidewalk widening, addition of new signalized mid-block crosswalks, reduction in general auto lanes, creation of dedicated transit lanes, addition of bicycle lanes, conversion of one-way streets to two-way operation, and other changes.	Fully Funded	

Attachment 2
Plan Bay Area 2040 - Preliminary Draft List of San Francisco Projects

	Sponsoring Agency	Project Title	Project Description	Local Discretionary Funds?	Regional Discretionary Funds?
55	SFCTA	Vision Zero Ramp Improvements	This project would improve safety for all users on freeway ramps and at ramp intersections within San Francisco county, focusing on the intersections with the highest numbers of collisions, especially severe and fatal collisions. This may include lower cost signal timing and striping treatments at certain locations as well as major ramp reconfigurations at others.	X	X

Attachment 2
Plan Bay Area 2040 - Preliminary Draft List of San Francisco Projects

	Sponsoring Agency	Project Title	Project Description
Proposed Regional Projects for Plan Bay Area 2040 (Projects #56 - 74) ¹			
56	All Transit Operators	Routine Transit Needs	State of good repair, operations, and maintenance programming for transit operators.
57	BART	BART Transbay Corridor Core Capacity Project	Project includes new train control system, additional train cars, Hayward Maintenance Complex Phase 2 and traction power upgrades to add capacity to the BART system and accommodate anticipated ridership growth.
58	BART	BART Station Access Improvements	Project combines parking, smart growth/TOD, transit connectivity, bicycle, pedestrian, signage and other access modes to meet growing demand for BART services.
59	BART	BART Metro Program	Project include core system trackways and route service enhancements, capacity improvements of stations and facilities, integrated transit service and expansion of high capacity transit lines.
60	BART	BART Station Modernization Program	Project includes systemwide improvements and station modernization which may include lighting, communication, security and other system upgrades, expansion of station paid areas and platforms, upgraded restrooms, station agent booths and other facilities, new or refurbished surfaces, pigeon mitigation and other customer and station amenities.
61	BART	BART Security	Improve or enhance BART security to protect the patrons and the system including, but not limited to, emergency communications, operations control center, locks and alarms, public safety preparedness, structural augmentation, surveillance and weapons detection systems.
62	Caltrain	Caltrain Access Improvements	Implement system-wide access improvements at Caltrain stations associated with increased service (includes parking, bus, shuttle and bicycle and pedestrian access improvements)
63	Caltrain	Caltrain at-grade crossing improvements	
64	Caltrain	Caltrain Modernization (Electrification) Phase 1	
65	Caltrain	Caltrain Modernization (Electrification) Phase 2	
66	Caltrain	Caltrain Station Improvements	Implement station improvements along the Caltrain corridor associated with planned transit-oriented development (includes parking, bus, shuttle and bicycle and pedestrian access improvements)
67	SFCTA	Core Capacity Implementation - Planning and Conceptual Engineering	Advance planning and evaluation of recommendations that emerge from the Core Capacity Transit Study. Examples of projects under consideration include HOV lanes on the Bay Bridge for buses and carpools; BART/Muni/Caltrain tunnel turnbacks, crossover tracks, grade separations, or other operational improvements; and a second transbay transit crossing.
68	GGBHTD	Golden Gate Bridge Moveable Median Barrier	Installation of a moveable median barrier on the Golden Gate Bridge to provide a physical separation between opposing directions of traffic.
69	GGBHTD	Golden Gate Bridge Physical Suicide Deterrent System	The Project proposes to construct a physical suicide deterrent system on the Golden Gate Bridge. It will consist of a horizontal marine-grade stainless steel netting installed along the west and east sides of the Bridge.
70	GGBHTD	Golden Gate Bridge Rehabilitation Projects	Rehab of the Golden Gate Bridge to maintain a state of good repair. Includes: South Tower access and paint rehab; suspension bridge superstructure/North Tower paint; suspension bridge under deck recoating; floor beam and bracing replacement/rehab; Bridge pavement repair.

Attachment 2
Plan Bay Area 2040 - Preliminary Draft List of San Francisco Projects

71	GGBHTD	Golden Gate Bridge Seismic Retrofit Phase 3B	Seismic Retrofit of the Golden Gate Bridge. Phase 3B, which includes the 4,200 foot-long main span, two 1,125 foot-long side spans, the two 746 foot-tall towers, and the south tower pier of the Suspension Bridge and two undercrossing structures at the Bridge toll plaza.
72	TJPA	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 1 - Transbay Transit Center)	New Transbay Transit Center built on the site of the former Transbay Terminal in downtown San Francisco serving 11 transportation systems.
73	TJPA	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 2 - Caltrain Downtown Extension)	Extension of Caltrain commuter rail service from its current San Francisco terminus at 4th & King Streets to a new underground terminus.
74	MTC	San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path	This project will construct a bicycle, pedestrian, and maintenance path from downtown San Francisco to Yerba Buena Island. The projects are from approximately PM 5.5 to 7.8 on I-80.

¹ Regional transit operator projects and regional projects are submitted directly to MTC. This list includes both existing Plan Bay Area projects and proposed new Plan Bay Area 2040 projects.

Attachment 3
Plan Bay Area 2040 - Preliminary Draft List of San Francisco Programmatic Categories

	Purpose	Programmatic Category
1	Operations	Routine Local Road Operations and Maintenance
2	Operations	Routine Transit Operations and Maintenance
3	Preservation	Local Road Preservation/Rehabilitation
4	Preservation	Transit Preservation/Rehabilitation
5	System Management	Emission Reduction Technology
6	System Management	Local Road Intersection Improvements
7	System Management	Local Road Safety and Security
8	System Management	Minor Transit Improvements
9	System Management	Multimodal Streetscape Improvements
10	System Management	Planning
11	System Management	Transit Management Systems
12	System Management	Transit Safety and Security
13	System Management	Travel Demand Management
14	Expansion	New Bike/Pedestrian Facility ¹

¹ Generally projects that change transit or roadway capacity and can be modelled have to be called out as individual project in Plan Bay Area for air quality conformity purposes. Minor bike and ped expansion projects can be included in programmatic categories.

Attachment 4
Plan Bay Area 2040 - Schedule

Plan Bay Area 2040 Call for Projects Schedule¹	
September 2, 2015	CAC - information
September 15, 2015	Plans and Programs Committee – information
September 30, 2015	CAC – action
October 20, 2015	Plans and Programs Committee - action
October 27, 2015	Transportation Authority Board - action
October 30, 2015	CMA project priorities due to MTC
October 2015 - January 2016	MTC project evaluation
Early 2016	MTC Plan Bay Area alternatives analysis
Spring 2016	MTC to release Plan Bay Area preferred investment strategy

¹Please see the SFCTA's Plan Bay Area 2040 website for meeting times, locations and additional details:
<http://www.sfcta.org/rtpsftp-call-projects>



Memorandum

Date: 09.10.15 **RE:** Plans and Programs Committee
September 15, 2015

To: Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

From: Amber Crabbe – Assistant Deputy Director for Policy and Programming *Ac*

Through: Tilly Chang – Executive Director *TJC*

Subject: **INFORMATION** – Update on One Bay Area Grant Program Cycle 1 Projects

Summary

In May 2012, the Metropolitan Transportation Commission (MTC) adopted the One Bay Area Grant Program (OBAG) Cycle 1 framework to guide programming of federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds to better integrate the region's federal transportation program with California's climate law and its Sustainable Communities Strategy (SCS). One of the many programs funded in the OBAG framework is the County CMA Block Grant Program that allows Congestion Management Agencies (CMAs) to fund eligible projects with the intent of supporting the SCS, particularly by prioritizing funding for projects that support Priority Development Areas (see map in Attachment 1). In June 2013, the Transportation Authority Board programmed \$35 million in OBAG Cycle 1 County CMA Program funds to seven projects that were competitively selected based on multiple criteria, such as project readiness, multi-modal benefits, safety, and community support. Attachment 2 provides a project delivery update on San Francisco's OBAG Cycle 1 projects. Approximately half of the projects are proceeding with construction on schedule or with a relatively minor delay. The others are experiencing six to nine months in delay due to a longer-than-anticipated California Department of Transportation approval process, complicated environmental review, utility coordination, and/or unanticipated scope changes. We are evaluating the performance of Cycle 1 projects to inform our strategy for OBAG Cycle 2. Next month, we will present MTC's proposed OBAG Cycle 2 framework to the Plans and Programs Committee and seek input on the framework and the types of projects that we should prioritize in Cycle 2. MTC currently anticipates adopting the Cycle 2 framework in November.

BACKGROUND

In May 2012, the Metropolitan Transportation Commission (MTC) adopted the One Bay Area Grant Program (OBAG) Cycle 1 framework (Fiscal Years (FYs) 2012/13 to 2015/16) to guide programming of federal Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funds to better integrate the region's federal transportation program with California's climate law and its Sustainable Communities Strategy (SCS). This integration was accomplished by establishing funding commitments and policies for various regional and county programs that support the SCS goals such as the Transit Performance Initiative, Climate Initiative, Freeway Performance Initiative, Priority

Development (PDA) Planning Grant Program, Safe Routes to School Program, and the County Congestion Management Agency (CMA) Block Grant Program.

The OBAG County CMA Block Grant Program is a locally administered program that is meant to provide transportation funding to incentivize planning for and production of higher shares of housing, in particular affordable housing. MTC provided county CMAs with a funding target via formula and charged them with selecting projects consistent with the program guidelines and the fund sources' strict timeline use of funds requirements. In the urbanized counties such as San Francisco, 70% of OBAG funding was required to be spent in PDAs, which are city-nominated areas near transit that are targeted to receive a higher share of growth. Attachment 1 shows San Francisco's PDAs. Focusing OBAG investment in infrastructure that supports walking, bicycling, local streets rehabilitation, and transit within these areas advances the SCS goals by funding multi-modal transportation in support of future growth.

For the \$38.8 million assigned to San Francisco (11.7% of the total CMA Program), in September 2012, the Transportation Authority Board adopted the funding framework and prioritization criteria for San Francisco's OBAG program, setting aside \$3.5 million for CMA Planning activities, and for the remaining \$35 million for OBAG projects: 1) designating a minimum of 70% of funds be awarded to projects in or connecting to PDAs as required by MTC, 2) establishing a \$2.5 million target for Safe Routes to School, and 3) prioritizing ready-to-deliver complete streets projects in PDAs that maximize the benefit for all street users.

In June 2013, the Transportation Authority adopted the final OBAG program of seven competitively selected projects (Attachment 2; visit our OBAG webpage for detailed information on the project selection process at www.sfcta.org/obag). In February 2015, the Transportation Authority Board approved reprogramming of \$10.2 million in OBAG funds from SFMTA's Masonic Avenue Complete Streets to its Light Rail Vehicle (LRV) Procurement for reasons detailed in the Discussion section.

In December 2014, MTC added an additional year (FY 2016/17) to OBAG Cycle 1 to minimize the impact of the significant federal funding shortfall, extending the term of OBAG Cycle 1 from 4 to 5 years to maintain close to the original funding levels.

DISCUSSION

OBAG Cycle 1 Project Status: The purpose of this memorandum is to provide a project delivery update on San Francisco's OBAG Cycle 1 projects. Attachment 1 shows the location of each project in relation to the city's identified PDAs. Attachment 2 shows the OBAG grant amount, scope, and project delivery status of each project. All projects have met the federal deadline to receive authorization to proceed with contract advertisement except for the Masonic Avenue Complete Streets project (see below). The Second Street Streetscape Improvement is the only remaining OBAG project scheduled to receive construction authorization in FY 2015/16. As indicated in Attachment 2, approximately half of the projects are proceeding with construction on schedule or with a relatively minor delay. The others are experiencing six to nine months in delay due to a longer-than-anticipated Caltrans approval process, complicated environmental review, utility coordination, and unanticipated scope changes, as highlighted below.

- **Chinatown Broadway Street Design** (San Francisco Public Works (SFPW)) has experienced a delay to accommodate the San Francisco Public Utilities Commission's (SFPUC's) decision to add its new water line and replace water mains, as well as a recent revision in design standards for streetlight and traffic signal foundations. With the construction contract advertised in August, SFPW anticipates starting construction in November 2015 and completing it by

October 2016.

- **Longfellow Safe Routes to School** (SFPW) was anticipated to be completed this year but was delayed due to the longer-than-anticipated environmental process involving parking removal. SFPW advertised the construction contract in July and anticipates starting construction in October and completing it by June 2016.
- **Masonic Avenue Complete Streets** (San Francisco Municipal Transportation Agency (SFMTA)) has undergone extensive coordination with SFPUC and unanticipated scope changes (e.g. addition of a dual sewer system, Muni overhead wire relocations, and new signals on medians; and a change in the design to accommodate the community's desire to preserve an existing tree). To minimize the associated delay and risk of not meeting federal timely-use-of-funds requirements, in February 2015 SFMTA requested and the Transportation Authority Board approved the reprogramming of its OBAG funds to SFMTA's LRV Procurement, with the condition that SFMTA deliver the Masonic Avenue project using other funding and continue to follow OBAG reporting requirements. SFMTA anticipates starting construction early 2016 and completing it by summer 2017. The Light Rail Vehicle Procurement project obligated the swapped funding in May 2015.
- **Second Street Streetscape Improvement** (SFPW), after conducting a complicated traffic impact study and a prolonged review process, has received its California Environmental Quality Act (CEQA) certification by the Planning Commission on August 13, 2015, and the parking and traffic changes were approved by the SFMTA Board on August 18, 2015. SFPW anticipates receiving National Environmental Policy Act (NEPA) approval by the end of 2015, starting construction in fall 2016, and completing it by summer 2017. We are working with SFPW and MTC to address a program-wide federal funding shortfall in FY 2015/16 and ensure that SFPW can access the funding when needed.

We will continue to work with project sponsors, MTC, and the California Department of Transportation to support timely delivery of OBAG Cycle 1 projects and address any issues that may risk the loss of federal funds.

Lessons Learned from OBAG Cycle 1: In anticipation of OBAG Cycle 2, we are engaging project sponsors in a conversation about lessons learned from Cycle 1 and how we may wish to modify our approach to Cycle 2 programming. Our Cycle 1 project selection process prioritized projects that demonstrated project readiness is essential given stringent timely-use-of-funds deadlines. Unfortunately, despite working closely with project sponsors to develop a realistic schedule and checking on key readiness indicators (e.g. level of interagency coordination, status and type of environmental clearance required, community support, potential controversy), the aforementioned project delays highlight the challenges that interagency coordination (some of which added additional scope), (federal) environmental review, and the complexity of the federal authorization process seem to pose to project timelines for these major complete streets projects, many of which involved coordination with more than just transportation agencies.

With so many complete street projects underway, project sponsors are gaining more experience and understanding of project schedules and costs and ways to better manage associated risk. To address the complications stemming from interagency coordination, we will explore ways to work with project sponsors to ensure all of the potentially impacted agencies and appropriate staff are engaged in the coordination process upfront. We will also consider whether or not OBAG funds are suited for relatively small projects given the rigorous requirements of the federal allocation process, or whether it

would be a better strategy to commit OBAG to large capital projects and identify alternate local funding for the smaller projects. Finally, we will evaluate whether the focus on complete streets projects is still a top San Francisco priority in light of evolving city priorities, such as Vision Zero, or if we want a more diverse portfolio of projects given the broad eligibility allowed under OBAG.

OBAG Cycle 2: In July 2015, MTC brought its draft OBAG Cycle 2 framework covering FYs 2017/18 to 2021/22 to its Programming and Allocations Committee as an information item. Discussion over the proposed OBAG Cycle 2 framework will continue throughout the fall and MTC anticipates adopting the final program guidelines in November 2015. We have been working with our MTC Commissioners, partner agencies, other CMAs, and MTC staff to advance San Francisco's interests as the framework is modified. Next month, we will present MTC's proposed OBAG Cycle 2 framework to the Plans and Programs Committee and seek input on the framework and the types of projects that we should prioritize in Cycle 2. Following MTC approval of the OBAG 2 guidelines, we will release a call for projects for San Francisco's County CMA Program.

ALTERNATIVES

None. This is an information item.

CAC POSITION

None. This is an information item.

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

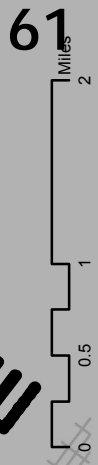
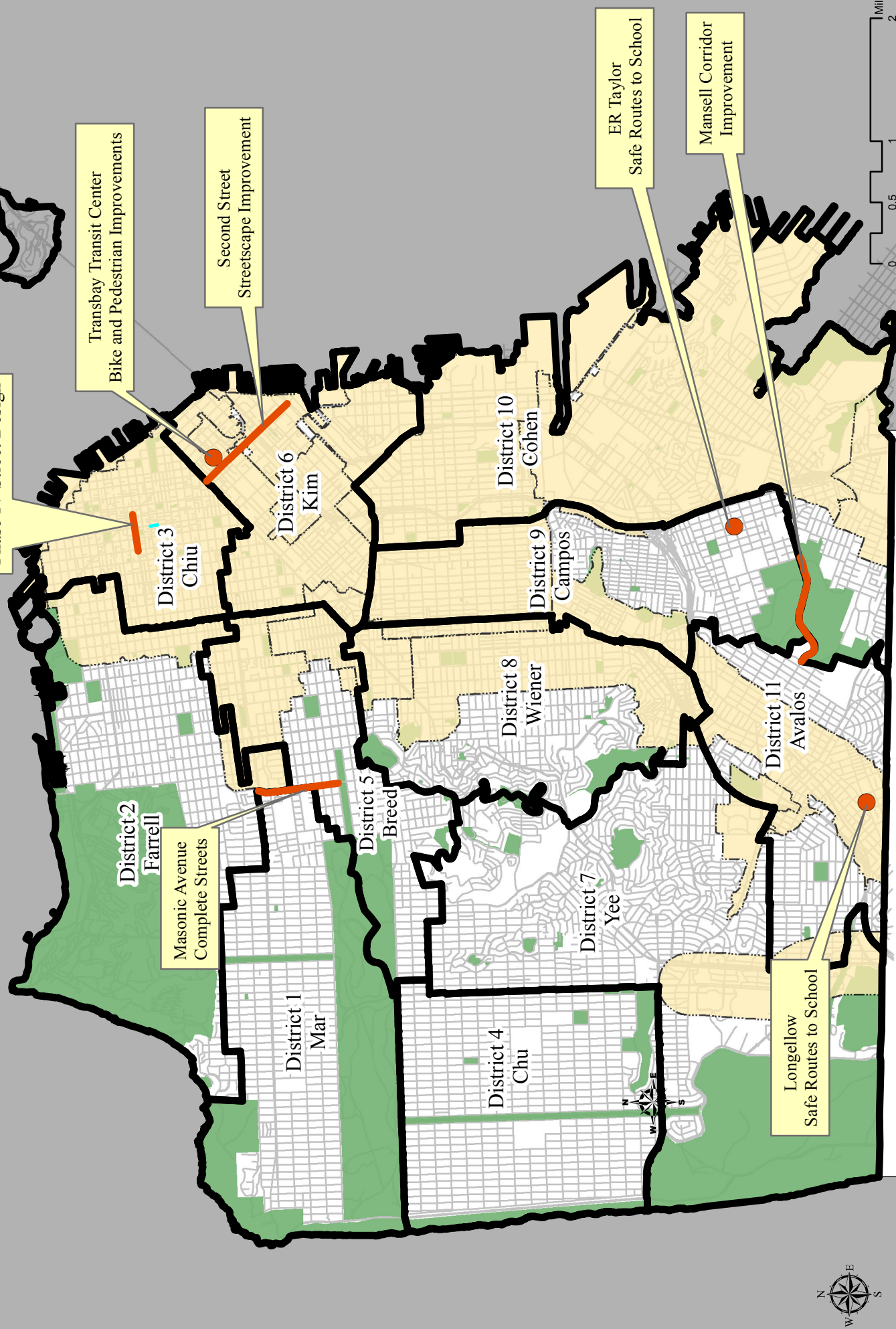
None. This is an information item.

Attachments (2):

1. Map of OBAG Cycle 1 Projects and Priority Development Areas
2. OBAG Cycle 1 Project Delivery Update

Attachment 1: OneBayArea Grant Recommended Program of Projects

May 2013



Attachment 2
One Bay Area Grant (OBAG) Cycle 1 Project Delivery
Update August 2015

Project Name (Sponsor)	Description	Construction Start	Open for Use	Delay	Total Project Cost	OBAG Funds
Chinatown Broadway Street Design (San Francisco Public Works (SFPW))	Design and construct a complete streets project on Broadway from Columbus to the Broadway Tunnel, including bulb-outs, special crosswalk paving, new medians, street trees, bus stop improvements, and repaving. Construction contract was advertised on August 19, 2015.	November 2015	October 2016	~9 months due to utility coordination, scope additions	\$7,102,487	\$3,410,537 ¹
ER Taylor Elementary School Safe Routes to School (SFPW)	Design and construct four pedestrian bulb outs at the intersection of Bacon and Gottingen near ER Taylor Elementary School to improve pedestrian safety. SFPW is holding a pre-construction meeting.	June 2015	September 2015	insignificant	\$604,573	\$519,631
Longfellow Elementary School Safe Routes to School (SFPW)	Design and construct pedestrian safety improvements at the intersections of Mission & Whittier, Mission & Whipple, and Mission & Lowell near Longfellow Elementary School. Construction contract was advertised on July 10, 2015.	October 2015	June 2016	~6 months due to delay in environmental review process	\$852,855	\$670,307
Mansell Corridor Improvement (San Francisco Municipal Transportation Agency (SFMTA))	Design and construct of a complete streets project on Mansell Street from Visitacion Avenue to Brazil Street including reduction in number of vehicular lanes and creating a multiuse path for pedestrians and bicyclists. Construction contract was advertised on June 25, 2015.	November 2015	September 2016	insignificant	\$6,807,348	\$1,762,239
Masonic Avenue Complete Streets (SFMTA)	Construct complete streets improvements on Masonic Avenue from Fell to Geary, including reallocation of space to calm traffic, dedicated bicycle space (raised cycle track), and pedestrian enhancements. Construction contract advertisement is scheduled for September 18, 2015.	January 2016	June 2017	~10 months due to utility coordination, scope additions, and community requests	\$22,785,900	\$0 ²
Second Street Streetscape Improvement (SFPW)	Design and construct of a complete streets project on Second Street from Market to Townsend, including pedestrian safety improvements, a buffered cycle track, landscaping, and repaving. EIR certification is scheduled for adoption in August 2015.	September 2016	May 2017	~7 months due to complicated environmental review work	\$13,378,174	\$10,515,746
Transbay Transit Center Bike and Pedestrian Improvements (Transbay Joint Powers Authority)	Construct pedestrian and bicycle projects associated with the Transbay Transit Center, including a pedestrian walkway, sidewalks, path-finding signage, real time passenger information, bike racks and channels, pedestrian lighting, and public art. OBAG work will be implemented as part of various construction contracts for the Transbay Transit Center project.	July 2015	December 2017	insignificant	\$11,480,440	\$6,000,000
Light Rail Vehicle (LRV) Procurement (SFMTA)	Purchase 175 replacement LRVs and 25 expansion LRVs to help meet projected vehicle needs through 2020, including for the Central Subway. The first new LRV is expected to roll out by the end of 2016.	September 2014 (procurement)	Through 2020	none	\$175,000,000	\$10,227,540 ³
Unprogrammed OBAG funds ¹						\$1,910,000
Total OBAG:						\$35,016,000

Attachment 2
 One Bay Area Grant (OBAG) Cycle 1 Project Delivery Update
 August 2015

Project Name (Sponsor)	Description	Construction Start	Open for Use	Delay	Total Project Cost	OBAG Funds
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¹ \$1.91 million in OBAG funds were swapped with SFMTA local revenue bond funds because the OBAG funds were unavailable when needed. We are working with SFMTA to reprogram the funds to a new OBAG project.

² In order to minimize risk of losing federal funds due to project delays, in February 2015, the Transportation Authority Board reprogrammed \$10,227,540 in OBAG funds from SFMTA's Masonic Avenue project to the LRV Procurement project, with the condition that SFMTA continue to follow OBAG reporting requirements for the Masonic Avenue project. See the Plans and Programs Committee memo (February 3, 2015) and Resolution 15-42 for more detail.