



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Special Meeting Notice

Date: Thursday, January 5, 2017; 2:00 p.m.

Location: Legislative Chamber, Room 250, City Hall

Commissioners: Peskin (Chair), Mar (Vice Chair), Avalos, Breed, Campos, Cohen, Farrell, Kim, Tang and Yee

Clerk: Steve Stamos

1. Roll Call
2. Approve the Minutes of the December 13, 2016 Meeting – **ACTION***

Items for Direct Board Consideration

3. Commit to Fund Up to \$50 Million in Additional State Regional Improvement Program Funds to the Peninsula Corridor Electrification Project, Beyond the Adopted Budget, for Potential Cost Over-Runs or a Shortfall of Revenues, to Support and Ensure Execution of a Full Funding Grant Agreement with the Federal Transit Administration – **ACTION***

The Peninsula Corridor Joint Powers Board (JPB) is leading the Peninsula Corridor Electrification Project (PCEP), which has an adopted budget of \$1.98 billion. The JPB has applied for inclusion in the Federal Transit Administration's (FTA's) Core Capacity Grant program to receive \$647 million in funding for the PCEP, and is working with FTA staff to obtain a Full Funding Grant Agreement (FFGA) to secure these funds. The FTA very recently informed the JPB that it requires the JPB sponsors to commit an additional 10% (or \$200 million) beyond the adopted budget to ensure that any cost over-runs or shortfall in revenues will be covered without additional federal assistance. The FTA imposed a similar requirement for the Central Subway FFGA for federal funds in Fiscal Year 2011. For the PCEP, JPB has asked its members – San Mateo County Transit District/San Mateo County Transportation Authority, Valley Transportation Authority, City and County of San Francisco – and the Metropolitan Transportation Commission to each adopt a Board resolution to commit up to \$50 million to satisfy this condition. The action is time sensitive given the required 30-day Congressional review of the FFGA package and other FTA approvals that need to happen in order for JPB to give its PCEP contractor a full Notice to Proceed, locking in the current contract price and other terms by March 2017. Following consultation with the Mayor's Office, SFMTA and the Controller's office, we are recommending that the Transportation Authority commit up to an additional \$50 million in State Regional Improvement Program funds to cover San Francisco's share of the FTA's requirement. The 2017 PCEP Supplemental Memorandum of Understanding commits the JPB to establishing an oversight protocol with the funding partners, including the Transportation Authority, which is in place and which we believe substantially lowers the risk of cost over-runs above the budgeted project contingency.

4. Certify the Final Environmental Impact Report for the Geary Corridor Bus Rapid Transit Project; Adopt the California Environmental Quality Act Findings including a Statement of Overriding Considerations; Adopt the Mitigation, Monitoring, and Reporting Program; Approve the Hybrid Alternative as the Geary Corridor Bus Rapid Transit Project; and Select the Hybrid

Alternative as the Locally Preferred Alternative – **ACTION***

The purpose of the Geary Corridor Bus Rapid Transit (BRT) Project is to improve the speed, reliability, and quality of public transportation service along the Geary corridor while also increasing pedestrian safety, enhancing the streetscape, and maintaining multimodal circulation. In partnership with the San Francisco Municipal Transportation Agency, and as lead agency under the California Environmental Quality Act (CEQA), the Transportation Authority has prepared a Final Environmental Impact Report (EIR) for the Geary Corridor BRT Project. The Geary Corridor BRT Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) published on October 2, 2015 evaluated four build alternatives encompassing side- and center- bus lane designs, and a no-build alternative. The Draft EIS/EIR identified the Hybrid Alternative, which includes segments of side-running and center-running dedicated bus lanes, as the Staff-Recommended Alternative. The Final EIR includes responses to comments received during the Draft EIS/EIR public comment period and incorporates minor design modifications to the Hybrid Alternative in response to the comments received. The Final EIR was published on December 9, 2016 via notifications in multiple formats and languages including a radius mailing along the corridor. The Geary Corridor BRT Citizens Advisory Committee has overseen the project from its inception and will meet on January 4, 2017 to consider a recommendation regarding certification of the Geary Corridor BRT EIR, Project approval, and selection of the Locally Preferred Alternative.

Other Items

5. Introduction of New Items – INFORMATION

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

6. Public Comment

7. Adjournment

* Additional materials

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The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 5, 6, 7, 9, 19, 21, 47, and 49. For more information about MUNI accessible services, call (415) 701-4485.

There is accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on Dr. Carlton B. Goodlett Place and Grove Street.

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If any materials related to an item on this agenda have been distributed to the Transportation Authority Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

Board Meeting Agenda

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