



AGENDA

PLANS AND PROGRAMS COMMITTEE Meeting Notice

Date: 9:30 a.m., Tuesday, October 7, 2014
Location: Room 263, City Hall
Commissioners: Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

CLERK: Erika Cheng

Page

1. **Roll Call**
2. **Approve the Minutes of the September 16, 2014 Meeting – ACTION*** 5
3. **Citizens Advisory Committee Report – INFORMATION*** 13
4. **Recommend Appointment of One Member to the Geneva-Harney Bus Rapid Transit Community Advisory Committee – ACTION*** 21

The Geneva-Harney Bus Rapid Transit (BRT) Feasibility Study is advised by a 13-member Geneva-Harvey BRT Community Advisory Committee (GHCAC). The GHCAC structure, which was approved by the Transportation Authority Board, includes five members to be appointed by the City/County Association of Governments of San Mateo County and eight members appointed by the Transportation Authority. The Transportation Authority Board previously made appointments filling its eight seats. Since that time, the GHCAC member filling the Crocker-Amazon, Excelsior, Outer Mission seat submitted his resignation due to professional and personal time commitments. We re-opened recruitment, reaching out to community groups and residents. As shown in Attachment 2, we have received applications from two candidates for the Crocker-Amazon, Excelsior, Outer Mission seat. Neither staff nor the GHCAC makes recommendations on these appointments. **We are seeking a recommendation to appoint one member to the GHCAC.**

5. **Recommend Amendment of the Prop K Strategic Plan, Amendment of the Transit Enhancements and Vehicles 5-Year Prioritization Programs, and Allocation of \$131,153,142 in Prop K Funds, with Conditions, for the San Francisco Municipal Transportation Agency's Light Rail Vehicle Procurement, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION*** 27

Last month, Mayor Lee held a ceremonial signing to approve a historic \$1.4 billion contract to procure up to 260 new Muni light rail vehicles (LRVs) to replace and expand the Muni rail fleet over the next 25 years. It includes a base contract with 151 replacement vehicles and 24 expansion vehicles to support the Central Subway, and two options that would together add 85 expansion vehicles. The San Francisco Municipal Transportation Agency (SFMTA) is now finalizing its approach to certifying the \$934 million base contract and has requested amendment of the 2014 Prop K Strategic Plan, and two 5-Year Prioritization Programs (5YPPs) to enable concurrent allocation of over \$131 million in Prop K funds for the base contract. This would be the single largest allocation of Prop K funds to date – fitting given that this project, along with replacement of the rubber tire fleet (also underway with Prop K funds) will do more to improve Muni service

than any other investment we can make. Currently, there is only \$4.6 million programmed for the 24 Central Subway vehicles. We have worked with SFMTA to program an additional \$158.9 million (\$73.2 million from the Vehicles-Muni and \$81.0 million from the Vehicles-Discretionary line items) in Prop K funds for the LRV procurement. Given the performance benefits of the project, we are recommending that the discretionary vehicle funds, which could otherwise go to BART or Caltrain be programmed to SFMTA. This action will deplete the funds in that line item based on current revenue projections. SFMTA has concurrently proposed multiple changes to its projects in the Vehicles 5YPP. This involves significantly delayed cash flow for several projects that had more aggressive schedules than needed and other changes. Shifting out cash flow during the current 5YPP period, which has the peak cash flow needs in the Strategic Plan, and the fact that cash flow needs for the LRV procurement extend through Fiscal Year 2027/28, results in a slight reduction in finance costs for the Strategic Plan as a whole. **We are seeking a recommendation to amend the Prop K Strategic Plan, amend the Transit Enhancements and Vehicles 5YPPs, and allocate \$131,153,142 in Prop K funds, with conditions, for the SFMTA's LRV Procurement, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

6. Recommend Allocation of \$496,100 in Prop K Funds, with Conditions, and Appropriation of \$150,000 in Prop K Funds, with Conditions, for Three Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION* 39

As summarized in Attachments 1 and 2, we have three requests totaling \$646,100 in Prop K funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested \$256,100 for Shared Roadway Bicycle Markings (Sharrows) to install an estimated 1,350 new sharrows at locations identified in the 2009 San Francisco Bicycle Plan. The SFMTA has also requested \$240,000 for the Western Addition Community-Based Transportation Plan, which would be the first project to receive a Neighborhood Transportation Improvement Program (NTIP) planning grant (District 5). While the scope is still being refined in coordination with Commissioner Breed's office, the overall intent is to identify key transportation needs and develop potential project concepts to address those needs. The Prop K funds would leverage a \$60,000 Community Based Transportation Planning grant from the Metropolitan Transportation Commission. Finally, we are requesting \$150,000 for Fiscal Year 2014/15 planning and conceptual engineering work for the Treasure Island Mobility Management Program. **We are seeking a recommendation to allocate \$496,100 in Prop K funds, with conditions, and appropriate \$150,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

7. Recommend Adoption of the Draft Neighborhood Transportation Improvement Program Planning Guidelines – ACTION* 49

One of the recommendations from the San Francisco Transportation Plan was to create a Neighborhood Transportation Improvement Program (NTIP), which provides Prop K funds for community-based planning and for development and implementation of neighborhood-scale capital projects. The draft NTIP planning grant guidelines were developed through a collaborative process with project sponsors. Recognizing the different transportation challenges facing San Francisco's neighborhoods, we have drafted guidelines that allow NTIP planning grants to be tailored to meet each district's or neighborhood's specific needs. Ultimately, all efforts should lead toward prioritization of community-supported neighborhood-scale capital improvements that could be funded by Prop K and/or other sources. The NTIP Planning program provides \$100,000 in Prop K funds for each supervisorial district over the next five years. The \$100,000 can be used for one planning effort or multiple smaller efforts. The expectation is that NTIP funds will leverage other funds. This leveraging would be necessary to fund larger scale more intensive efforts. While anyone can come up with an NTIP planning grant idea, it is the district supervisor who recommends which project(s) will be funded with an NTIP planning grant. The supervisor would initiate the process by contacting NTIP Coordinators at the Transportation Authority and the San Francisco Municipal Transportation Agency who would work with the supervisor and relevant stakeholders throughout the NTIP planning proposal identification and initial scoping process. There have been no substantive changes to the draft guidelines since they were included in the September Plans and Programs Committee packet. **We are seeking a recommendation to adopt the NTIP Planning Guidelines.**

8. **Progress Update on the Treasure Island Mobility Management Study – INFORMATION**

On April 1, 2014, the San Francisco Board of Supervisors approved a resolution designating the Transportation Authority as the Treasure Island Mobility Management Agency (TIMMA). The purpose of the TIMMA, as set forth in the Treasure Island Transportation Management Act of 2008 (State Assembly Bill 981), is to implement the Treasure Island Transportation Implementation Plan (TITIP) in support of the Treasure Island/Yerba Buena Island Development Project. The TITIP, adopted in 2011, calls for a comprehensive, integrated program to manage travel demand on the Island as it develops. This innovative approach to mobility includes a complimentary package of strategies and services including required purchase of transit vouchers by residents, parking fees, and a multimodal congestion pricing program that applies motorist user fees to support enhanced and new bus, ferry, and shuttle transit, as well as bicycle sharing, to reduce the traffic impacts of the project. The objective of the underway policy studies is to recommend congestion pricing policies for Treasure Island based on demand forecasting, financial analysis and stakeholder input. The purpose of this item is to provide the Plans and Programs Committee with an overview of TIMMA and an update on the progress of the policy analysis. **We are seeking input and guidance from the Plans and Programs Committee. This is an information item.**

9. **Geneva- Harney Bus Rapid Transit Project Update – INFORMATION***

61

The Geneva-Harney Bus Rapid Transit (BRT) Feasibility Study addresses the feasibility of proposed BRT service connecting residents and jobs along the Geneva-Harney corridor. The corridor extends from the Balboa Park BART/Muni Station, along Geneva Avenue in Daly City to the Bayshore Caltrain Station and across Highway 101 to the future Hunters Point Transit Center, connecting new developments in Candlestick Point and Hunters Point Shipyard. Over the past three months, the study team has worked closely with the San Francisco Municipal Transportation Agency (SFMTA) and study partners to produce potential alignments and configurations that will be presented for public discussion and comment during the first round of community workshops. The workshops will be held on Thursday, October 23 from 6:00 p.m. to 8:00 p.m. at Bret Harte Elementary, 1035 Gilman Avenue and on Saturday, October 25 from 11:00 a.m. to 1:00 p.m. at the Bayshore Community Center, 450 Martin Street, Daly City, with Chinese translation. Feedback collected during these workshops and additional presentations to community organizations in the Visitacion Valley and Little Hollywood area will be incorporated into the Study's final recommendations. At the Plans and Programs Committee meeting, we will provide an update on the Study and a preview of the BRT concepts that will be presented at the public workshops. **We are seeking input and guidance from the Plans and Programs Committee. This is an information item.**

10. **San Francisco Transportation Plan and Plan Bay Area Updates – INFORMATION**

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) have kicked off the process to update Plan Bay Area, the region's first combined Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) adopted in mid-2013. The regional agencies intend to engage in a focused update that builds off the framework and policies established in Plan Bay Area. While MTC and ABAG will not approve the update until 2017, MTC will issue a call for projects in mid-2015 and most of the policy and project prioritization decisions will be negotiated by mid-2016. To position San Francisco's desired policies objectives and project priorities for inclusion in the next RTP/SCS, over the next year we will be preparing an update to our own San Francisco Transportation Plan. We plan to take a similar approach to MTC in that the SFFTP update would be very focused, building off the existing goals, policies, and investment framework. We are pleased to report that many of the key recommendations from the SFFTP are already underway – such as the Transit Core Capacity Study, Freeway Corridor Management Strategy and Neighborhood Transportation Improvement Program. The SFFTP update will look to incorporating the findings from these efforts and others into the update. Coordinated quadrennial updates of the RTP/SCS and the countywide transportation plan are consistent with the intent of MTC's recently adopted countywide transportation plan guidelines and one of our core functions are Congestion Management Agency. At the Plans and Programs Committee meeting we will provide a brief overview of both efforts and seek feedback from Commissioners. **This is an information item.**

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

12. **Public Comment**

13. Adjournment

* Additional materials

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DRAFT MINUTES

PLANS AND PROGRAMS COMMITTEE

Tuesday, September 16, 2014

1. Roll Call

Chair Mar called the meeting to order at 10:42 a.m. The following members were:

Present at Roll Call: Commissioners Kim, Mar and Yee (3)

Absent at Roll Call: Commissioners Breed (entered during Item 2) and Campos (entered during Item 6) (2)

2. Citizen Advisory Committee Report – INFORMATION

Brian Larkin, Citizen Advisory Committee (CAC) member, reported that at its September 3 meeting, the CAC considered and passed Items 6, 7, 8 and 9 from the agenda. He stated that two CAC members voted in opposition to Item 6 due in part to a lack of support for funding the Geary Bus Rapid Transit project out of the Transit Enhancements category instead of the Bus Rapid Transit/Transit Preferential Streets/MUNI Metro category. He reported that during the CAC's consideration of Item 7, a member of the public, Roland Lebrun, commented that the Bayshore Caltrain station should not move north into San Francisco because it would impede the possibility of a truly intermodal transit station. Mr. Larkin reported that the CAC had an extensive discussion regarding Item 9. He noted that three members voted against the Delegated Authority policy because of concerns that citizen involvement would be compromised, while seven members voted in support of the item since it could make Prop K funding available to the project sponsors faster.

There was no public comment.

3. Approve the Minutes of the July 15, 2014 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Breed, Kim, Mar and Yee (4)

Absent: Commissioner Campos (1)

4. Recommend Appointment of One Member to the Citizens Advisory Committee – ACTION

Courtney Aguirre, Transportation Planner, presented the item per the staff memorandum.

Brian Larkin spoke to his interest and qualifications in being reappointed to the Citizens Advisory Committee (CAC).

Aaron Goodman expressed his desire to serve on the CAC and clarified that he was a District 11 resident.

There was no public comment.

Chair Mar commented that Mr. Larkin had served with distinction on the CAC for ten years, and he thanked Mr. Larkin for bringing his office up to speed on transportation issues. He added that Mr. Larkin's involvement with Chair Mar's office, the Planning Association for the Richmond, and neighborhood associations along the Geary corridor – extending beyond the Richmond - was helpful. He concluded his remarks by expressing his support for Mr. Larkin's reappointment to the CAC.

Chair Mar motioned to recommend appointment of Mr. Larkin, seconded by Commissioner Kim. The motion to recommend appointment of Mr. Larkin to the CAC was approved by the following vote:

Ayes: Commissioners Breed, Kim, Mar, and Yee (4)

Absent: Commissioner Campos (1)

5. Recommend Appointment of One Member to the Geneva-Harney Bus Rapid Transit Community Advisory Committee – ACTION

David Uniman, Deputy Director for Planning, presented the item per the staff memorandum.

Aaron Goodman spoke to his interest and qualifications in being appointed to the Geneva-Harney Bus Rapid Transit Community Advisory Committee.

Chair Mar motioned to continue the vacancy to allow additional time for recruitment for the District 11 seat per Chair Avalos' request, seconded by Commissioner Kim. The motion to continue the vacancy was approved by the following vote:

Ayes: Commissioners Breed, Kim, Mar and Yee (4)

Absent: Commissioner Campos (1)

There was no public comment.

6. Recommend Adoption of the 2014 Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5-Year Prioritization Program (5YPP) and the Amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs – ACTION

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

Chair Mar asked for examples of projects in Group 3 of the Transit Effectiveness Project (TEP). Jonathan Rewers, Capital Financial Planning and Analysis Manager at the San Francisco Municipal Transportation Agency (SFMTA), stated that Group 3 included projects on the K-Ingleside, M-Ocean View, 22-Fillmore, 28-19th Avenue, and 30-Stockton routes. He stated that the project on the 28-19th Avenue route would be coordinated with repaving, and the project on the 30-Stockton route would be coordinated with the Central Subway. He added that the project on the 22-Fillmore route would be on 16th Street and would involve overhead contact system work. He stated that Group 3 projects would be on complicated corridors with a correspondingly higher capital cost currently estimated at \$50 million.

During public comment, Aaron Goodman commented on the need for level boarding for bus rapid transit to meet capacity, access, and egress needs. He stated that bus designs overseas allowed for mid-vehicle boarding (avoiding constraints associated with location of the vehicles wheels) using wider door spans that provided faster access and egress and accommodated wheelchair boarding.

Mr. Rewers stated that maintaining service across the system on different routes required that procured vehicles be flexible for use throughout Muni's network. Ms. LaForte commented that the vehicles being procured would be low-floor and allow for all-door boarding.

Chair Mar commented that Transportation Authority and SFMTA were actively soliciting advice on boarding and preferred vehicle types to ensure San Francisco's bus rapid transit projects would be properly designed and he expressed appreciation for these efforts

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Campos, Kim, Mar and Yee (5)

7. Recommend Allocation of \$2,585,414 in Prop K Funds, with Conditions, and Appropriation of \$928,415 in Prop K Funds, with Conditions, for Eight Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Anna LaForte, Deputy Director for Policy and Programming, and Liz Brisson, Senior Transportation Planner, presented the item per the staff memorandum.

Chair Mar asked for clarification on the location of the Persia Triangle Transit Improvements project. Ms. LaForte responded that the project was bounded by Mission Street, Ocean Avenue, and Persia Avenue.

Tilly Chang, Executive Director, highlighted the Prop K allocations for the Bayshore Multimodal Facility Location Study and the Bay Area Transit Core Capacity Study, two regional, multi-agency, collaborative efforts. She stated that the Transportation Authority had received a letter from the City/County Association of Governments of San Mateo County (C/CAG), which stated that it was suspending its participation in the Geneva Harney Bus Rapid Transit (BRT) study. Ms. Chang stated that C/CAG's concerns stemmed from the Bayshore Multimodal Facility Location Study and related to concerns about the level of coordination occurring between San Francisco and Brisbane. She stated that San Francisco Planning's Director, John Rahaim, and his staff were connecting with C/CAG regarding its concerns and that there was hope that C/CAG would be involved in the study in the future. She stated that staff was preparing a response letter for Chair Avalos to sign inviting C/CAG to participate in the study. She commented that C/CAG was an anticipated funding partner for the Geneva BRT study, and that Transportation Authority staff might need to identify alternative sources of funding to make up for its contribution.

Ms. Chang stated that the Bay Area Transit Core Capacity Study was a five agency partnership led by the Metropolitan Transportation Commission (MTC), with Transportation Authority, San Francisco Municipal Transportation Agency, Bay Area Rapid Transit District (BART), and Alameda County (AC) Transit. She stated that the study was intended to evaluate and prioritize short-, medium-, and long-term transit investments and strategies to address existing and forecast transit capacity constraints in the core of the

region. She commented that the region was pleased to learn in September that it had been awarded a \$1 million TIGER grant to support work on the study.

Commission Kim expressed support for the Bay Area Transit Core Capacity Study. She commented that San Francisco residents seemed to be experiencing more traffic and transit crowding, particularly in SoMa. She asked whether data supported these perceived impacts. Ms. Chang responded that data showed a 10-15% increase in ridership on Muni, BART, and Caltrain. She stated that Transportation Authority staff could return with detailed data in the coming months as the project got underway. Ms. Chang commented that vehicle traffic did not appear to have experienced as significant an increase, but that this could be due to the use of transit and private shuttle options. She commented that the Bay Area needed to explore viable options for increasing its transit capacity.

Commissioner Kim requested additional information regarding the San Francisco Freeway Corridor Management Study. She commented that San Francisco's economic growth, though appreciated, was impacting the transportation network. Ms. Chang commented that San Francisco needed to explore ways to optimize use of its existing transportation system.

David Uniman, Deputy Director for Planning, stated that the San Francisco Freeway Corridor Management Study would examine strategies to increase the operational efficiency and person throughput of San Francisco's freeways by considering technology and signage/striping, as well as converting existing general purpose travel lanes to carpool or transit lanes, and/or managed (express) lanes. He stated that the study would help San Francisco address the population, job, and housing growth anticipated through 2040. He added that Prop K would be leveraged against a \$300,000 Caltrans Partnership Planning grant. He stated that the study was anticipated to be completed by spring 2017.

Chair Mar asked for staff to clarify the meaning of the acronym HOV for those who were not already aware. Mr. Uniman explained that there were different ways for controlling vehicle access to infrastructure, including restricting access to vehicles achieving occupancy of a certain threshold. He explained that high-occupancy vehicle (HOV) lanes restricted access based on the number of occupants and that express lanes restricted access to those willing to pay a fee to acquire access without meeting the occupancy requirements. Chair Mar commented that HOV lanes were more commonly referred to as carpool lanes.

Commissioner Kim commented the existing network did not appear to encourage carpooling from San Francisco to the East Bay (despite good infrastructure in the reverse direction) and that she would appreciate seeing expanded options. She commented that she would like to learn more about the impact of the removal of a car lane on Folsom Street to accommodate a bike lane. She stated that vehicle traffic seemed to not be negatively impacted, but she would appreciate data to validate this perception. She commented that there was interest in developing a two-way bike lane on Folsom Street to connect the SoMa and Mission neighborhoods. She expressed interest in understanding how mitigating vehicle congestion was being coordinated with bike and pedestrian projects.

During public comment, Andrew Yip expressed concern about the distribution of public dollars to help the community.

Aaron Goodman expressed concern about the transportation and housing impacts to San Francisco from persons electing to live in San Francisco and commute to their employers in the South Bay. He commented that cities, counties, and employers needed to work together

to develop strategies for dealing with the impacts. He commented that he hoped C/CAG would recommit to working with the Transportation Authority on the Bayshore Multimodal Facility Location Study and the Geneva Harney BRT study.

Adam Noelting, Senior Planner at MTC, expressed support for the Transportation Authority's role in the Bay Area Transit Core Capacity Study. He stated that the study would generate short-, medium-, and long-term projects and would be coordinated with the update of Plan Bay Area and San Francisco Transportation Plan.

Chair Mar commented that Ms. Chang had recently joined the Association of Bay Area Governments (ABAG) Regional Planning Committee, and that ABAG was working to ensure that the region worked together to develop more housing and transit-oriented development.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Campos, Kim, Mar, and Yee (5)

8. Recommend Adoption of the Draft 2014 Prop K Strategic Plan – ACTION

Chad Rathmann, Senior Transportation Planner, presented the item per the staff memorandum.

Commissioner Kim asked for Transportation Authority staff to discuss the need for the coordination between the Transbay Transit Center, Downtown Extension, Caltrain Electrification, and High Speed Rail projects. She added that Caltrain would be issuing a request for proposal in January for new trains to prepare for electrification, which would modify boarding platforms to be 25 inches, but that boarding platforms for High Speed Rail would be 50 inches. Tilly Chang, Executive Director, stated the issue of platform height was one of many issues that required coordination with partner agencies to ensure system compatibility. She added that key stakeholders would be meeting to discuss the issue of platform height and compatibility next week. Ms. Chang suggested holding a hearing at the Transportation Authority Board on the issue. Ms. Chang stated the Transbay Transit Center and Downtown Extension are voter-mandated projects in the Prop K Expenditure Plan that would require coordinated delivery as a single integrated project. Ms. Chang added that the Transportation Authority would coordinate with San Jose, San Mateo, and Santa Clara to address the level boarding issue and other issues such as cost increases to ensure compatibility between high speed rail and Caltrain.

During public comment, Andrew Yip expressed the need for detail and consideration in funding decisions.

Commissioner Breed stated the importance of conducting strategic planning, the need to prioritize projects the value of providing a comprehensive look at the program. She thank staff for their efforts to produce the Prop K Strategic Plan update.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Campos, Kim, Mar and Yee (5)

9. **Recommend Approval of the Delegated Allocation Authority Policy and the Fiscal Year 2014/15 Prop K List of Projects Eligible for Delegated Allocation Authority – ACTION**

Maria Lombardo, Chief Deputy Director, presented the item per the staff memorandum.

Commissioner Campos expressed his opposition to the adoption of a delegated allocation authority policy. He stated that Transportation Authority staff needed to better explain why the policy was desired and what problem it was addressing. He asked for staff to provide specific examples of cases where the standard process had impacted project delivery. He expressed concern about the policy's impact on transparency and public input opportunities, and how it would diminish the role of the Citizens Advisory Committee (CAC) and Plans and Programs Committee. He stated that the policy appeared to give staff significant discretion over deciding which projects were controversial. He commented that the public should help decide whether a project was controversial. He commented that consideration of this policy was ill-timed when considering that the City was planning to ask voters to approve a transportation funding ballot measure in November. He commented that voters would appreciate maintaining oversight and accountability over the expenditure of transportation funding.

Commissioner Kim inquired whether the item could be considered at a future Plans and Programs Committee meeting. She commented that she appreciated efforts to streamline bureaucracy to motivate improved project delivery, and that such a policy could potentially work for projects that were smaller in scale. She commented that she was interested in seeing WalkFirst projects progress, but that she hoped to acquire additional detail prior to approving the allocation of funds.

Commissioner Breed expressed support for considering the item at a future meeting. She acknowledged the benefits of streamlining bureaucracy, but stated that the CAC was established to ensure public input and that the policy would diminish this. She stated that she understood that some departments expressed frustration with delays due to the allocation process, but that at this time, she preferred not changing the allocation approval process until she could better understand why the policy was being proposed.

Commissioner Yee supported continuing the item. He commented that he, too, would appreciate acquiring a better understanding of the policy was being proposed.

Ms. Lombardo stated that with the approval of the 2014 Prop K 5-Year Prioritization Programs (5YPPs), the CAC and Plans and Programs Committee had details on the scopes, schedules, and budgets of the projects proposed on the Fiscal Year 2014/15 Prop K List of Projects Eligible for Delegated Allocation Authority, though this information wasn't as detailed as that provide in an allocation request. She clarified that the proposed policy would not allow delegated allocation of last minute project requests because projects would already need to be on the annual list of project's pre-approved by the Transportation Authority Board. Ms. Lombardo noted that the proposed policy was draft in response to sponsor input so she suggested that Jonathan Rewers, Capital Financial Planning and Analysis Manager at the San Francisco Municipal Transportation Agency (SFMTA), provide some insights from the project sponsor's perspective.

Mr. Rewers expressed support for the policy. He stated that the SFMTA was often called upon to coordinate projects (e.g. bulbouts, signal conduit, etc.) with the Department of

Public Works' paving projects, and that this policy would help support timely delivery. He stated that seeking a Prop K allocation for a coordinated improvement could result in costly delays for much larger paving projects. He commented that the projects proposed on the list represented only about \$5 million of more than \$200 million programmed in Prop K for Fiscal Year 2014/15. He stated that staff could return with a presentation explaining the need for the policy next month.

Commissioner Breed commented that it would be helpful for commissioners to understand whether the CAC supported the policy.

Mr. Rewers commented that the CAC had been heavily involved in the development of the 2014 5YPPs, and that sponsors had dedicated a significant amount of time to reviewing the proposed projects with the CAC and responding to their questions. He stated that the SFMTA was committed to supporting a transparent process, whether it was through the traditional allocation process or through delegated allocation authority.

During public comment, Andrew Yip shared information regarding an upcoming cultural community event.

Aaron Goodman expressed the need for public input in large scale planning and projects. He stated small projects may have large impacts on the transportation system and the public should have input to ensure the best solution would be approved.

Commissioner Campos motioned to continue the item, seconded by Commissioner Breed. The motion to continue the item was approved by the following vote:

Ayes: Commissioners Breed, Campos, Mar and Yee (4)

Absent: Commissioner Kim (1)

10. Draft Neighborhood Transportation Improvement Program Planning Guidelines – INFORMATION

Maria Lombardo, Chief Deputy Director, presented the item per the staff memorandum.

During public comment, Aaron Goodman expressed support for public input to improve transit connectivity in District 7.

Andrew Yip expressed the need for discussion.

11. Introduction of New Items – INFORMATION

There was no public comment.

12. Public Comment

During public comment, Aaron Goodman expressed the need to analyze mid-door design of buses overseas. He added a study to analyze the issue would be important for access and egress.

13. Adjournment

The meeting was adjourned at 12:21 p.m.



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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

October 1, 2014 MEETING

1. Committee Meeting Call to Order

The meeting was called to order by Chair Peter Tannen at 6:05 p.m. CAC members present were, Myla Ablog, Glenn Davis, John Larson, Eric Rutledge, Jacqueline Sachs, Peter Tannen, and Christopher Waddling. Transportation Authority staff members present were Tilly Chang, Amber Crabbe, Sarah Fine, Anna LaForte, Vanessa Lauf, Maria Lombardo, Chad Rathmann, and David Uniman.

2. Chair's Report – INFORMATION

Chair Davis stated that the Prop K Delegated Allocation Authority item had been continued at the call of the Plans and Programs Committee Chair, Commissioner Mar.

Consent Calendar

3. Approve the Minutes of the September 3, 2014 Meeting – ACTION

4. Adopt a Motion of Support for the Award of a Three-Year Professional Services Contract, with an Option to Extend for Two Additional One-Year Periods, to SPTJ Consulting in an Amount Not to Exceed \$550,000 for Computer Network and Maintenance Services and Authorize the Executive Director to Negotiate the Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION

5. State and Federal Legislative Update – INFORMATION

Chris Waddling moved to approve the consent calendar. Peter Tannen seconded the motion.

There was no public comment.

The motion was approved unanimously.

End of Consent Calendar

6. Adopt a Motion of Support for the Amendment of the Prop K Strategic Plan, Amendment of the Transit Enhancements and Vehicles 5-Year Prioritization Programs, and Allocation of \$131,153,142 in Prop K Funds, with Conditions, for the San Francisco Municipal Transportation Agency's Light Rail Vehicle Procurement, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Brian Larkin entered during item 6.

Maria Lombardo, Chief Deputy Director, presented the item per the staff memorandum.

Jacqueline Sachs asked if adoption of a new Prop K Expenditure Plan in the not too distant

future would compromise or ensure funding for the LRV procurement. Ms. Lombardo responded that recommendations included in item 7 were covered under the current Expenditure Plan. She added the Transportation Authority can adopt a new expenditure plan in year 20 of the current Expenditure Plan, and any existing commitments would be honored under the new plan.

Chris Waddling expressed concern regarding the depletion of the Vehicles-Discretionary line item and asked if this information had been communicated to BART and Caltrain. Ms. Lombardo stated that it was noteworthy that BART and Caltrain were added as eligible Prop K recipients to the Prop K Expenditure Plan on the advice of the Expenditure Plan Community Advisory Committee, which was a new feature over the prior sales tax measure. She stated that per the Expenditure Plan, the Transportation Authority could not commit funds to BART for vehicle funds if other counties also do not commit commensurate funds. Since that wasn't happening at the present, BART could not access even its guaranteed share of vehicle replacement funds. For Caltrain, Ms. Lombardo noted that Caltrain's Electrification Program including San Francisco's local match share toward the purchase of electrified vehicles and that Prop K was covering this partially through the electrification line item in the Expenditure Plan. She continued to say that the City's November bond measure in 2018 would provide the remainder of San Francisco's match for the upcoming vehicle replacement.

Brian Larkin asked if the useful life for transit vehicles was established by the Federal Transit Administration (FTA) policies would prevent usage of FTA funds to replace vehicles until the end of their useful life. Ms. Lombardo answered affirmatively. She noted that key to reaching the useful life and consistently reaping the benefits of well-performing vehicles is proper maintenance. She said that SFMTA was partially tackling this issue by developing specifications for the new vehicles that would result in less maintenance. For instance, doors are a major contributor to breakdowns and transit delay. The new vehicles will have a much simpler design with many fewer parts. Mr. Larkin asked if Siemens would be manufacturing the new light rail vehicles. Ms. Lombardo answered affirmatively.

Eric Rutledge commented that addressing switchbacks on the light rail line was important for District 4. He thanked the SFMTA in addressing service reliability, and expressed support of the project which should also help with the switchback issue.

Chair Davis requested clarification regarding cash flow impacts for the Vehicles-Muni and Vehicles-Discretionary line items. Ms. Lombardo reviewed the graphics in Attachment 2 to the memo, explaining that although programming (linked to the year of allocation) would be significantly advanced, cash flow (expenditures) is actually reduced during the peak demand years in the Strategic Plan and extends out for many, many years. She explained that the result is a negligible decrease in financing costs for the Strategic Plan as a whole. She concluded by reminding the CAC that a core Prop K policy is that if a line item advances funding to accelerate project delivery, then that line item would bear the financing costs. This was done to protect ongoing programs like bike and pedestrian improvements.

Brian Larkin moved to approve this item, and Jacqueline Sachs seconded the motion.

During public comment, Edward Mason asked if any funds from planned development areas would support funding the LRV procurement contract options. Ariel Espiritu Santo, SFMTA Capital Financial Planning and Analysis, stated that neither of the options had a full funding plan. She added that potential funding for the options include area plan funds. She noted that the Market/Octavia Citizens Advisory Committee supported using area plan funds for vehicle procurement, but the amount would likely only support acquisition of one additional LRV. Ms. Espiritu Santo added that the SFMTA would continue exploring funding options for the two

contract options. Ms. Lombardo asked if using Transit Impact Development Fee (TIDF) funds was a possibility. Ms. Espiritu Santo responded that TIDF was not being explored at this time.

Roland Lebrun stated that Caltrain did not need new funding for new vehicles, as Caltrain would be purchasing new cars from Metrolink and further, it had the ability to cover costs through fares. He said that BART did not need funds since it was just relieved of a financial obligation by receiving regional funds that had been designated for Dumbarton rail service.

The motion was approved unanimously.

7. Adopt a Motion of Support for Allocation of \$496,100 in Prop K Funds, with Conditions, and Appropriation of \$150,000 in Prop K Funds, with Conditions, for Three Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Items 7 and 9 were called together.

Chad Rathmann, Senior Transportation Planner, presented item 7 per the staff memorandum.

Tilly Chang, Executive Director, presented on the Treasure Island Mobility Management Program portion of item 7 per the staff memorandum and on item 9.

Myla Ablog commented that she had met with District 5 members of other citizens advisory committees and other organizations and noted that transportation concerns were becoming more prevalent. With respect to the San Francisco Municipal Transportation Agency's (SFMTA's) Western Addition Community-Based Transportation Planning project, she said the main concern expressed by community members was over how the Geary Bus Rapid Transit (BRT) project would be integrated into the planning project.

Craig Raphael, SFMTA Capital Financial Planning and Analysis and Neighborhood Transportation Improvement Program Coordinator for the SFMTA, responded that the SFMTA was currently mapping all planned investments in District 5, including Geary BRT, and that the BRT project would be integrated into the planning project. Mr. Raphael added that the intersections of Geary Boulevard/Steiner Street and Geary Boulevard/Webster Street had already come up as locations for study in conversations between the SFMTA and Commissioner Breed's office.

Brian Larkin asked why design was so expensive for additional sharrows since the SFMTA had already completed 75 miles of design for sharrows in San Francisco previously and that it's just paint. Jonathan Rewers, SFMTA Capital Financial Planning and Analysis, responded that staff time was used in determining where to place individual sharrows and determine the traffic impacts of the placement. Mr. Rewers added that sharrows installed on McAllister Street, for instance, needed to be evaluated by the SFMTA for their impact on the 5-Fulton Muni line. Mr. Larkin responded that the work involved with designing sharrows was almost as intensive as how a Class II bike lane might be evaluated for impacts on parking. Mr. Rewers stated that the budgeted staff time for design provided SFMTA with enough funds to support due diligence related to traffic and safety impacts.

Chris Waddling noted that a center lane was recently added on Jerrold Avenue, which has in turn made travel more difficult for bicyclists. He noted that sharrows were not included in the streets project, and asked how the SFMTA determines where to install sharrows that were not prescribed as part of the 2009 San Francisco Bicycle Plan. Further, Mr. Waddling asked how people could request sharrows on streets that were not included in the plan. Mr. Rewers responded that there were some instances where Prop B Streets Bond funds were funding

sharrows not included in the bike plan as part of follow-the-paving projects. He noted that the SFMTA was also working with the Planning Department on a modal hierarchy to provide a framework for which mode should receive the highest priority on different types of streets. Mr. Rewers gave the example of Van Ness Street and Polk Street, where the prioritized modes were transit and bicycles/pedestrians, respectively. He noted that the SFMTA was also working towards implementing an integrated project implementation policy, which would ensure a review and sign-off by all modal divisions for capital projects before the project started.

In response to the question about how someone would request a sharrow, Mr. Rewers responded that the 311 service has generally served to identify what has needed to be fixed. Mr. Rewers continued by saying that the SFMTA would soon be making it easier for people to request improvements and not simply make a report about something to be fixed by implementing a webpage related to the SFMTA Capital Plan. Mr. Rewers explained that requests made on this website would be fed directly into the capital planning process. He also noted that the Transportation Authority's Neighborhood Transportation Improvement Program would be an appropriate place for people to request sharrows not included in the bike plan.

Eric Rutledge asked how much of the policy related to Treasure Island Mobility Management Program was finalized. He asked if pricing non-residential parking was a future goal or something that had already been approved. Ms. Chang responded that much of the high-level policy framework was approved as part of the agreement for the development project on Treasure Island, including that there shall be tolling, mandatory transit passes, increased transit service, and the pricing of non-residential parking. However, she explained that many policy decisions about how to set up and implement this framework have yet to be made and that these future decisions would be informed by the ongoing planning work of the Treasure Island Mobility Management Program. Ms. Chang concluded by saying that the decisions would be considered by the Treasure Island Mobility Management Board (the Transportation Authority Board acting as TIMMA) in the future.

Myla Ablog moved to approve this item. John Larson seconded the motion.

During public comment, Roland Lebrun requested that during item 12 a video of the Emirates Air Line gondola in London be shown. He noted that plans for access to Treasure Island did not increase capacity, but controlled existing capacity, which he voiced support for. Mr. Roland suggested that staff consider the feasibility of a gondola connection between Treasure Island and the Transbay Terminal, similar to London's Emirates Air Line, which, he noted, was funded privately and had the same capacity as 30 buses. He added that this could increase the capacity to transport bikes and close the gap in bicycle connection between San Francisco and Treasure Island.

The motion was approved unanimously.

8. Adopt a Motion of Support for the Draft Neighborhood Transportation Improvement Program Planning Guidelines – ACTION

Maria Lombardo, Chief Deputy Director, presented the item per the staff memorandum.

Peter Tannen asked if other districts would be applying for Neighborhood Transportation Improvement Program (NTIP) planning funds in the near future. Anna LaForte, Deputy Director for Policy and Programming, stated that District 5's Western Addition planning effort (the subject of a prior agenda item) would receive the first NTIP grant if approved by the Transportation Authority Board. She said that Transportation Authority and SFMTA NTIP Coordinators were currently working with Supervisor Mar's office (District 1) on vetting NTIP

ideas such as projects supporting the Bicycle Strategy, improving safety near senior centers and schools, and intersection improvements along Fulton Street. For District 2, Ms. LaForte stated a planning effort to identify pedestrian safety and streetscape type improvements on Lombard Street to coordinate with an upcoming Caltrans re-paving project was a potential candidate. She explained that the San Francisco Public Works department was initiating this effort and may be able to cover it entirely with other funds, but that remained to be determined. Lastly, she said that Supervisor Kim's office had ideas for District 6 traffic calming projects.

John Larson asked who was the audience for the guidelines, e.g. other agencies. Ms. Lombardo thanked him for a good question and replied that since the NTIP planning grants were earmarked for each district and that the District Supervisor would ultimately recommend which project(s) should be funded, the audience for the guideline was primarily agencies, Supervisors and their aides, and the Citizens Advisory Committee.

Chris Waddling asked would NTIP planning funds be on a first-come first-serve basis. Ms. Lombardo answered affirmatively, but added that NTIP ideas first had to be refined into well defined scopes, budgets, etc. She added that other considerations that would help sort out which NTIP planning efforts move forward first include whether the planning was being timed to coordinate with another project (e.g. a re-paving projects or Muni Forward project), and availability of agency staff resources.

Chris Waddling asked whether projects would be scored. Ms. Lombardo stated the program would not be a competitive grant program since grants are earmarked for each district and that the Supervisor will recommend which grants should be awarded. She continued by stating that the check list would ensure that NTIP proposals have a clear purpose and need, scope, a strong community engagement strategy, appropriate budget, etc.

Chris Waddling asked how citizens could weigh in on projects. Ms. Lombardo CAC members or the public could contact the Supervisor's office or the NTIP Coordinators with potential ideas. She added projects that all proposed NTIP planning grant allocations would go through the CAC for approval, providing the CAC and public for another opportunity to weigh in. Lastly, she noted that each NTIP planning effort have to have a strong community involvement strategy, so people can provide input during the planning effort.

Tilly Chang, Executive Director, stated the participatory budgeting process held last year in Supervisor Districts provided some priorities for improvements that might fit well with NTIP. She added Supervisor Campos had expressed interest in improvements to the Alemany-US-101 interchange near the farmer's market, and Supervisor Avalos was considering improvements near Balboa Park Station. She added the \$100,000 in NTIP planning funds could also be divided into smaller grants to target a larger number of concerns.

Craig Raphael, SFMTA Capital Financial Planning and Analysis, stated one of SFMTA's goals would be to work proactively with Supervisor's offices to proposed potential NTIP ideas that may build upon other efforts already underway or in the pipeline.

Eric Rutledge moved to approve this item, and Chris Waddling seconded the motion.

There was no public comment.

The motion was approved unanimously.

9. Progress Update on the Treasure Island Mobility Management Study – INFORMATION

Item 9 was called with item 7. See minutes under item 7.

10. **Geneva-Harney Bus Rapid Transit Project Update – INFORMATION**

David Uniman, Deputy Director for Planning, presented the item.

Chris Waddling expressed support for the transit couplet concept proposed for Little Hollywood, observing that the concept addressed his concern for bus conflicts on a narrow street. Mr. Waddling asked for clarification regarding the transit crossings of Highway 101. Mr. Uniman clarified that both the crossing at Blanken Avenue and at Alanna Way currently exist.

Mr. Waddling also asked for clarification regarding the proposal to widen sidewalks in the Daly City portion of the project, observing that as few pedestrians use the existing sidewalks, the right-of-way could be used for preserving existing travel lanes. Mr. Uniman responded that the sidewalk widening concept was proposed as an option for areas where new development and new pedestrian traffic are expected in the future. Sarah Fine, Transportation Planner, added that the current sidewalk widths in portions of the project area in Daly City do not match San Francisco's standards for sidewalks widths. Ms. Fine also noted that there may be potential to require new developments in the area to provide standard width sidewalks via an easement.

Brian Larkin inquired about cost estimates for the project. Mr. Uniman responded that cost estimates are being developed as part of the study and would be available in the next two to three months.

Jacqueline Sachs asked whether the Geneva-Harney Bus Rapid Transit project would interfere with Third Street Light Rail project. Mr. Uniman responded that the proposed project would connect with the T-Third Light Rail at the Arleta Muni Station, allowing passengers to transfer between the systems.

Mr. Waddling asked how the configuration of Bayshore Boulevard, including existing transit routes, would change as a result of the proposed project. Mr. Uniman responded that the current conceptual configuration of Bayshore Boulevard between Sunnydale Avenue to Blanken Avenue reflects existing conditions. The Geneva-Harney BRT would travel in mixed flow between Sunnydale Avenue and Blanken Avenue. South of Sunnydale to Bayshore Boulevard after the T-Third terminates, the BRT would travel in separated busways.

During public comment, Roland Lebrun expressed concern that the proposed bus rapid transit route would pass through a residential neighborhood and that the transit system would be subject to congestion on Bayshore Boulevard. Mr. Lebrun also recommended that staff consider extending the T-Third Muni to Geneva Avenue as a better solution. Referring to the Bayshore Intermodal Transportation Study, a planning effort led by the Office of Community Investment and Infrastructure, Mr. Lebrun requested that staff examine the engineering constraints of a northern location for the Bayshore Caltrain Station, noting that he did not support moving the location to the north.

11. **Introduction of New Business – INFORMATION**

For the benefit of CAC members and others who were not present during the Chair's report, Chair Davis reiterated that the Prop K Delegated Allocation Authority item had been continued at the call of the Plans and Programs Committee Chair, Commissioner Mar.

There was no public comment.

12. Public Comment

Roland Lebrun presented a video on the gondola in London, and stated such a system should charge tourists to recoup costs.

Edward Mason expressed the need for further enforcement of private shuttles using transit stops. Mr. Mason provided several specific examples/locations of private shuttles utilizing bus stops without authorization.

13. Adjournment

The meeting was adjourned at 7:52 p.m.



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Memorandum

Date: 10.02.14 **RE:** Plans and Programs Committee
October 7, 2014

To: Plans and Programs Committee: Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

From: David Uniman – Deputy Director for Planning *DUE*

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Appointment of One Member to the Geneva-Harney Bus Rapid Transit Community Advisory Committee

Summary

The Geneva-Harney Bus Rapid Transit (BRT) Feasibility Study is advised by a 13-member Geneva-Harvey BRT Community Advisory Committee (GHCAC). The GHCAC structure, which was approved by the Transportation Authority Board, includes five members to be appointed by the City/County Association of Governments of San Mateo County and eight members appointed by the Transportation Authority. The Transportation Authority Board previously made appointments filling its eight seats. Since that time, the GHCAC member filling the Crocker-Amazon, Excelsior, Outer Mission seat submitted his resignation due to professional and personal time commitments. We re-opened recruitment, reaching out to community groups and residents. As shown in Attachment 2, we have received applications from two candidates for the Crocker-Amazon, Excelsior, Outer Mission seat. Neither staff nor the GHCAC makes recommendations on these appointments. **We are seeking a recommendation to appoint one member to the GHCAC.**

BACKGROUND

In 2012, the Transportation Authority was awarded a Caltrans Transit Planning Grant to initiate the Geneva-Harney Bus Rapid Transit (BRT) Feasibility Study (Feasibility Study), a conceptual feasibility planning and community consensus-building process to prepare the Geneva-Harney BRT project for the environmental clearance phase. The BRT corridor crosses multiple jurisdictions, with its western and eastern ends in San Francisco but its middle portions in Daly City and Brisbane. One of the Feasibility Study's tasks is to create a bi-county Geneva-Harney BRT Community Advisory Committee (GHCAC) to provide sustained input on project designs and advice on reaching the broader community.

Role of the GHCAC: The role of the GHCAC will be to advise the Transportation Authority throughout the planning process with sustained, detailed input on project designs and issues, as well as ways to reach broader community consensus. Specifically, the GHCAC will advise on:

- Study scope and objectives, particularly where prioritization, trade-offs, or other policy input is needed
- Designs for improvements as developed within the Feasibility Study, including ranges of alternatives to be generated
- Evaluation of project benefits and impacts
- Strategies to communicate project progress to stakeholders and solicit broad feedback on the project

The GHCAC will meet quarterly for the duration of the study (a period of approximately 18 months). We will continue to make periodic reports on the study to the Transportation Authority CAC.

The purpose of this memorandum is to seek a recommendation to appoint one member for the remaining San Francisco seat on the GHCAC, representing the Crocker-Amazon, Excelsior, and Outer Mission neighborhoods.

DISCUSSION

Structure: The approved GHCAC structure, which was approved by the Transportation Authority Board, includes 13 seats, five appointed by the City/County Association of Governments of San Mateo County (C/CAG) and eight by the Transportation Authority. The intent is that the individuals serving on the GHCAC will reflect a balance of specific interests, including residents, businesses, transportation system users, and advocates. The GHCAC structure is shown in Table 1 below.

Table 1. Structure for Geneva-Harney BRT Community Advisory Committee¹

REPRESENTATION	SEATS ON GHCAC	APPOINTING BODY
Neighborhood Seats (geographic)		
Bayview, Hunters Point	1	Transportation Authority*
Executive Park, Little Hollywood, Sunnydale, Visitacion Valley	2	Transportation Authority*
Crocker Amazon, Excelsior, Outer Mission	2	Transportation Authority*
Oceanview, Merced, Ingleside (OMI)	1	Transportation Authority*
Daly City	2	C/CAG
Brisbane	2	C/CAG
At-Large Seats (travel modes/interests)		
Transit Riders, Pedestrians, Cyclists, Motorists, Youth, Seniors, Businesses, the Disabled, the Environment	2	Transportation Authority*
Transit Riders, Pedestrians, Cyclists, Motorists, Youth, Seniors, Businesses, the Disabled, the Environment	1	C/CAG

*Transportation Authority Board-appointed members will each serve a two-year term.

The C/CAG Board appointed all five members in November, two representing Daly City, two representing Brisbane, and one representing San Mateo County At-Large. The Transportation Authority Board previously made appointments filling all eight of its seats. In July, one of the representatives of the two Crocker-Amazon, Excelsior, and Outer Mission neighborhoods submitted his resignation due to personal and professional time commitments, creating one additional vacant seat.

Recruitment: The second round of recruitment for the Crocker-Amazon, Excelsior, Outer Mission seat began in late July. During the month of August, we made special outreach efforts to obtain a diverse pool of candidates seeking appointment to the GHCAC, receiving two additional applications.

¹ The revised structure was approved by the Transportation Authority Board October, and the C/CAG Board in November. It includes two new at-large seats, one to be appointed by the Transportation Authority and one by C/CAG.

The initial call for applications broadly targeted San Francisco neighborhoods along the entire corridor and also targeted specific organizations and individuals with relevant interests in the Study area and in the issues encompassed by the study scope via multilingual media: directly mailing to over 7,600 addresses; advertisements posted in Muni stations, shelters, trains, and buses serving the corridor; public service announcements on SFGovTV and various social media outlets such as Facebook and Twitter; and circulated notices to email lists for various relevant studies and projects in the area.

For subsequent calls to target the Crocker-Amazon, Excelsior, and Outer Mission neighborhoods, we reissued postings on the Study website, to social media, and to relevant Study email lists, contacted community organizations and stakeholders in the Study area, and requested that Board members and partner agencies announce recruitment to their residents and constituents.

Prospective applicants were asked to go to the project website or call the project phone number to acquire an application form and/or seek any additional information.

Applicant Pool: Attachment 1 provides summary information about all GHCAC members and the two Crocker-Amazon, Excelsior, and Outer Mission applicants. The matrix contains information about each applicant's neighborhood of residence, neighborhood of employment, affiliation, and other information provided by the applicants. Attachment 2 contains their applications. Applicants were contacted to let them know about the presentation of this item at the October 7 Plans and Programs Committee meeting, as well as the opportunity to speak on behalf of their candidacy at the meeting. Applicants were informed 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.

We are seeking a recommendation to appoint one member to the GHCAC.

ALTERNATIVES

1. Recommend appointment of one member to the GHCAC.
2. Defer action, pending additional information or further staff analysis.

CAC POSITION

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

FINANCIAL IMPACTS

None.

RECOMMENDATION

Recommend appointment of one member to the GHCAC.

Attachment:

1. Geneva-Harney BRT Community Advisory Committee Applicant Matrix, October 2014

Enclosure:

1. Applications

Attachment 1. Geneva-Harney BRT Community Advisory Committee Applicant Matrix, October 2014

APPLICANTS to the Geneva-Harney BRT Community Advisory Committee																	
Name	Corridor Relationship / Interest Group							Affiliation(s)	Residence:			Work:		Self-Identified Group(s)			
	Resident	Business	Employee	Transit	Environment	Disabled	Senior		Ped-estrian	Bicycle	District	Neighborhood	District		Neighborhood	Gender	
Bayview, Hunters Point (1 seat)																	
Eleanor Baptiste			x			x	x			On the Level Concrete	N/A	10	Pittsburg, CA	10	Bayview	F	African American
Executive Park, Little Hollywood, Sunnydale, Visitacion Valley (2 seats)																	
Jignesh Desai	X				x				x	SFBC	10		Candlestick Cove (Executive Park)	6	Van Ness Civic Center	M	
Russel Morine	X									Vis Valley Connections, Vis Valley History Project, Executive Park CAC	10		Visitacion Valley / Little Hollywood			M	African American
Crocker Amazon, Excelsior, Outer Mission (2 seats)																	
Matthew S. Householder	X			x						Crocker Amazon Playground Advisory Committee	11		Excelsior			M	
Aaron Goodman	X			x	x	x					11		Excelsior			M	White
Ken Reuther	X			x			x				11		Crocker-Amazon			M	
Oceanview, Merced, Ingleside (1 vacant seat)																	
Leah LaCroix	X			x						San Francisco Youth Commission, Urban Habitat	11		Ingleside			F	African American

Name	Corridor Relationship / Interest Group										Residence:			Work:		Self-Identified Group(s)		
	Resident	Business	Employee	Transit	Environ-ment	Disabled	Senior	Ped-estrian	Bicycle	Affiliation(s)			District	Neighborhood	District		Neighborhood	Gender
										District	Neighborhood	District						
San Francisco County At-Large (2 seats) – appointed by Board in October 2013																		
Fran Martín	X						x				Vis Valley Greenway, Vis Valley Planning Alliance	10	Vistacion Valley	10	Vistacion Valley	F		
Erick Orantes	X											10	Little Hollywood	10	Civic Center	M	Spanish speaking, Latino	
Daly City (2 seats)																		
(appointed by C/CAG)																		
(appointed by C/CAG)																		
Brisbane (2 seats)																		
(appointed by C/CAG)																		
(appointed by C/CAG)																		
San Mateo County At-Large (1 seat)																		
(appointed by C/CAG)																		



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Memorandum

Date: 10.02.14 **RE:** Plans and Programs Committee
October 7, 2014

To: Plans and Programs Committee: Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

From: Maria Lombardo – Chief Deputy Director *mel*
Anna LaForte – Deputy Director for Policy and Programming *all*

Through: Tilly Chang – Executive Director *all*

Subject: **ACTION** – Recommend Amendment of the Prop K Strategic Plan, Amendment of the Transit Enhancements and Vehicles 5-Year Prioritization Programs, and Allocation of \$131,153,142 in Prop K Funds, with Conditions, for the San Francisco Municipal Transportation Agency's Light Rail Vehicle Procurement, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

Last month, Mayor Lee held a ceremonial signing to approve a historic \$1.4 billion contract to procure up to 260 new Muni light rail vehicles (LRVs) to replace and expand the Muni rail fleet over the next 25 years. It includes a base contract with 151 replacement vehicles and 24 expansion vehicles to support the Central Subway, and two options that would together add 85 expansion vehicles. The San Francisco Municipal Transportation Agency (SFMTA) is now finalizing its approach to certifying the \$934 million base contract and has requested amendment of the 2014 Prop K Strategic Plan, and two 5-Year Prioritization Programs (5YPPs) to enable concurrent allocation of over \$131 million in Prop K funds for the base contract. This would be the single largest allocation of Prop K funds to date – fitting given that this project, along with replacement of the rubber tire fleet (also underway with Prop K funds) will do more to improve Muni service than any other investment we can make. Currently, there is only \$4.6 million programmed for the 24 Central Subway vehicles. We have worked with SFMTA to program an additional \$158.9 million (\$73.2 million from the Vehicles-Muni and \$81.0 million from the Vehicles-Discretionary line items) in Prop K funds for the LRV procurement. Given the performance benefits of the project, we are recommending that the discretionary vehicle funds, which could otherwise go to BART or Caltrain be programmed to SFMTA. This action will deplete the funds in that line item based on current revenue projections. SFMTA has concurrently proposed multiple changes to its projects in the Vehicles 5YPP. This involves significantly delayed cash flow for several projects that had more aggressive schedules than needed and other changes. Shifting out cash flow during the current 5YPP period, which has the peak cash flow needs in the Strategic Plan, and the fact that expenditures for the LRV procurement extend through Fiscal Year 2027/28, results in a slight reduction in finance costs for the Strategic Plan as a whole. **We are seeking a recommendation to amend the Prop K Strategic Plan, amend the Transit Enhancements and Vehicles 5YPPs, and allocate \$131,153,142 in Prop K funds, with conditions, for the SFMTA's LRV Procurement, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

BACKGROUND

On September 19, 2014, Mayor Lee held a ceremonial signing to approve a historic \$1.2 billion contract to procure up to 260 new Muni light rail vehicles (LRVs) to replace and expand the Muni rail fleet over the next 25 years. Replacement of Muni's existing LRV fleet – along with replacement of the rubber tire fleet (which is underway with support from Prop K) is likely the single most effective way to increase Muni performance. Recognizing the importance of replacing and maintaining transit vehicle fleets, the Prop K category for replacement and rehabilitation of transit vehicles is the single biggest programmatic category in the Prop K Expenditure Plan. In addition, this LRV contract is one of the

San Francisco Municipal Transportation Agency's (SFMTA's) largest contracts to date.

The SFMTA is now finalizing its approach to certify the LRV Procurement project base contract and has requested allocation of over \$131 million in Prop K funds for this purpose. This allocation would constitute the single largest allocation of Prop K funds to date. The requested allocation requires amendments to the Vehicles 5-Year Prioritization Program (5YPP) and Transit Enhancements 5YPP that were approved in July 2014, as well as amendment of the 2014 Prop K Strategic Plan, which was adopted in September 2014. While contract procurement was underway during development of the 2014 Strategic Plan and 5YPPs, the SFMTA did not request programming of funds for the LRV Procurement project except for \$4.6 million from the Transit Enhancements 5YPP for new LRVs for the Central Subway.

The purpose of this memorandum is to present the SFMTA's request to the Plans and Programs Committee, and to seek a recommendation for the adoption of the amendment of the 2014 Prop K Strategic Plan and two 5YPPs, and the allocation of \$131,153,142 in Prop K Funds, with conditions, for the SFMTA's LRV Procurement.

DISCUSSION

The contract approved by the San Francisco Board of Supervisors on September 3, 2014, and signed by Mayor Lee on September 19, 2014, includes a base contract with two options that can fund up to a total of 260 new LRVs as shown below.

Table 1. Summary of LRV Procurement Contract

Contract	Number of LRVs			Total Cost
	Replacement	Expansion	Total	
Base	151	24	175	\$ 933,920,258
Option #1	0	40	40	\$ 210,275,457
Option #2	0	45	45	\$ 280,277,510
Total	151	109	260	\$1,424,473,225

The procurement project includes all engineering, design, manufacture, test, and warranty of the vehicles together with training, manuals, spare parts and special tools to support the new fleet. The new vehicles will offer safety enhancements such as hydraulic brakes, bright LED lighting, improved driver visibility, and will be easier to maintain. Replacement of the LRV fleet will help the SFMTA achieve its strategic goal of creating a safer, more efficient and reliable transportation system. For instance, reliability will improve from the current level of 5,500 miles between failures to a contractual requirement of 25,000 miles between failures. The contractor is projecting an even higher level of 59,000 miles between failures. The first new prototype LRV is expected to be delivered by the end of 2016, with 23 additional cars to be delivered by mid-2018 in time for the start of revenue service on the Central Subway.

Base Contract Funding Plan: SFMTA has a full funding plan for the base contract, but as shown in Table 2 below, not all of the funds have been programmed or allocated to the LRV procurement. Given the size and duration of the contract, SFMTA is refining a plan to issue a series of notices to proceed (NTPs) to certify portions of the base contract. The SFMTA can only certify up to the amount of funding it has in

hand (e.g., funds that have been allocated to the SFMTA for this specific purpose). The NTP certifications authorize the contractor to incur expenses up to a specified amount. For instance, the first NTP was scheduled for the end of September and was for \$32.6 million. The second NTP is scheduled for November 2014 and includes \$126.6 million in Prop K funds, which are contingent upon the request actions.

Table 2. Base Contract Funding Plan

Fund Source	Planned	Programmed	Allocated	Total
SFMTA Revenue Bond	\$ 106,877,603	\$ 25,000,000		\$131,877,603
Prop K	\$ 154,290,033	\$ 4,592,490		\$158,882,523
Federal 5307 and AB 664 (MTC bridge tolls)		\$ 617,160,133		\$617,160,133
Central Subway (New Starts and/or Prop 1B)		\$ 24,000,000	\$ 2,000,000	\$ 26,000,000
Total	\$ 265,760,126	\$ 666,160,133	\$ 2,000,000	\$933,920,259

The total Prop K amount shown in the table above reflects both the requested allocation of \$131.2 million, and also programming of \$27.7 million in Prop K funds in Fiscal Year 2019/20. The SFMTA will seek allocation of these latter funds for a future NTP for the base contract. The SFMTA does not have full funding plans for either of the contract options, other than \$8 million in Prop 1B transit formula funds. These funds could be used to certify the base contract, which would effectively create more capacity within the Prop K Vehicles category by reducing finance costs (a result of delaying when the Prop K funds are needed). We are pending a response from SFMTA as to why these funds cannot be directed to the base contract.

Strategic Plan and 5YPP Amendments: Currently, there is only \$4.6 million programmed for the 24 Central Subway vehicles in the Transit Enhancements 5YPP. We have worked with SFMTA to program an additional \$73.2 million from the Vehicles-Muni item and \$81.0 million from the Vehicles-Discretionary line item for a total of \$158.9 million in Prop K funds for the LRV procurement. SFMTA has concurrently proposed multiple changes to its projects in the Vehicles 5YPP. This involves significantly delayed cash flow for several projects that had more aggressive schedules than needed and other changes. Shifting out cash flow during the current 5YPP period, which has the peak cash flow needs in the Strategic Plan, and the fact that cash flow needs for the LRV procurement extend through Fiscal Year 2027/28, actually results in a slight reduction of \$3 million in finance costs (from \$247 million to \$244 million) for the Strategic Plan as a whole.

See Attachment 1 provides a summary of changes to programming and finance costs for the three Prop K line items affected by this request and for the Strategic Plan as a whole. Attachment 2 graphically shows the aggregate programming and cash flow changes for the two Vehicles-Muni and Vehicles-Discretionary line items compared to the currently approved Strategic Plan and 5YPPs. Attachment 3 describes some of the project level changes in the Vehicles 5YPP. The sections below provide some additional detail on the proposed amendments to the three aforementioned Expenditure Plan line items.

Vehicles-Muni: As summarized in Attachment 3, SFMTA has proposed a series of significant adjustments to year of programming, cash flows (in aggregate, delayed cash flows), and sometimes scope to its projects in the Vehicles 5YPP. In terms of programming, the proposed amendment would

advance a total of \$22.2 million of out year programming into the current 5YPP period. In addition, the SFMTA has requested that a total of \$23.7 million in funds be pushed out from Fiscal Years 2016/17 and 17/18 to Fiscal Year 2019/20 to support a future NTP for the LRV base contract. While programming was advanced significantly, cash flow (expenditure of Prop K funds) was not advanced much in aggregate. Thus, the proposed amendment would only slightly increase financing costs for the Vehicles-Muni line item, from \$71.7 million to \$73.5 million.

The proposed Prop K programming for the LRV procurement requires the deobligation of \$3,580,000 in unneeded funds from two previously allocated SFMTA projects, the 59 40-Foot New Flyer Hybrid Motor Coaches project and the MUNI Rehabilitation of Historic Streetcars project. We have included a special condition that requires the SFMTA to submit the deobligations in time for approval ahead of the October 21 Transportation Authority Board meeting. SFMTA has already initiated the de-obligation process.

Vehicles-Discretionary: For this category, the proposed amendment would add the LRV Procurement as a project and advance a total of \$66.4 million into the next five years, as well as an additional \$14.8 million in Fiscal Year 2019/20. The cash flow for both of these programmed amounts would be between Fiscal Years 2019/20 – 2027/28, and would leave the category with negligible funding capacity going forward. This reprogramming would increase finance costs for the category from 0% to 5.26% of total funds available to the category, equaling finance costs of \$4.67 million.

Given the performance benefits of the project, we are recommending that the discretionary vehicle funds, which could otherwise go to BART or Caltrain be programmed to SFMTA.

Transit Enhancements: The SFMTA is the sole eligible project sponsor for this category, and had previously requested that a total of \$4.6 million be programmed for LRVs for the Central Subway in the 2014 Transit Enhancements 5YPP, which was subsequently approved. The current request includes these funds, but would require advancing \$1.5 million in programming from Fiscal Year 2017/18 to Fiscal Year 2014/15 to support certification. The request does not require any advancing of cash flow, and therefore does not trigger any increased finance costs.

Allocation of the requested funds for the LRV Procurement project is contingent upon the Strategic Plan and 5YPP amendments as detailed above.

We are seeking a recommendation to amend the Prop K Strategic Plan, amend the Transit Enhancements and Vehicles 5YPPs, and allocate \$131,153,142 in Prop K funds, with conditions, for the SFMTA's LRV Procurement, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

ALTERNATIVES

1. Recommend amendment of the 2014 Prop K Strategic Plan, amendment of the Transit Enhancements and Vehicles 5YPPs, and the allocation of \$131,153,142 in Prop K funds, with conditions, for the SFMTA's LRV Procurement, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as presented.
2. Recommend amendment of the 2014 Prop K Strategic Plan, amendment of the Transit Enhancements and Vehicles 5YPPs, and the allocation of \$131,153,142 in Prop K funds, with conditions, for the SFMTA's LRV Procurement, 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 Citizen Advisory Committee (CAC) was briefed on this item at its October 1, 2014 meeting, and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

The recommended programming and cash flow revisions to the Prop K Strategic Plan and 5YPPs would result in a minor decrease in program-wide financing costs from \$247.6 million to \$244 million compared to the adopted Strategic Plan.

The recommended action would also allocate \$131,153,142 in Fiscal Year 2014/15 Prop K funds as detailed in the Allocation Request Form (See Enclosure 2). The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Form. As noted above the cash flow for this allocation extends from Fiscal Year 2016/17 through Fiscal Year 2027/28.

The Prop K Capital Budget (Attachment 4) shows cash flow distribution schedules for the subject projects. Attachment 5 contains a cash-flow-based summary table of the Prop K Fiscal Year 2014/15 allocations to date, as well as the recommended cash flow distribution schedules.

Sufficient funds are included in the proposed Fiscal Year 2014/15 budget to accommodate the recommendation actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Recommend amendment of the 2014 Prop K Strategic Plan, amendment of the Transit Enhancements and Vehicles 5YPPs, and the allocation of \$131,153,142 in Prop K funds, with conditions, for the SFMTA's LRV Procurement, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.

Attachments (5):

1. Summary of Proposed Prop K Strategic Plan Amendment
2. Prop K Vehicles Annual Programming and Cash Flow Figures
3. Proposed Prop K Project List – Vehicles-Muni (17M), Summary of Changes
4. Prop K Capital Budget 2014/15
5. Prop K 2014/15 Fiscal Year Cash Flow Distribution – Summary Table

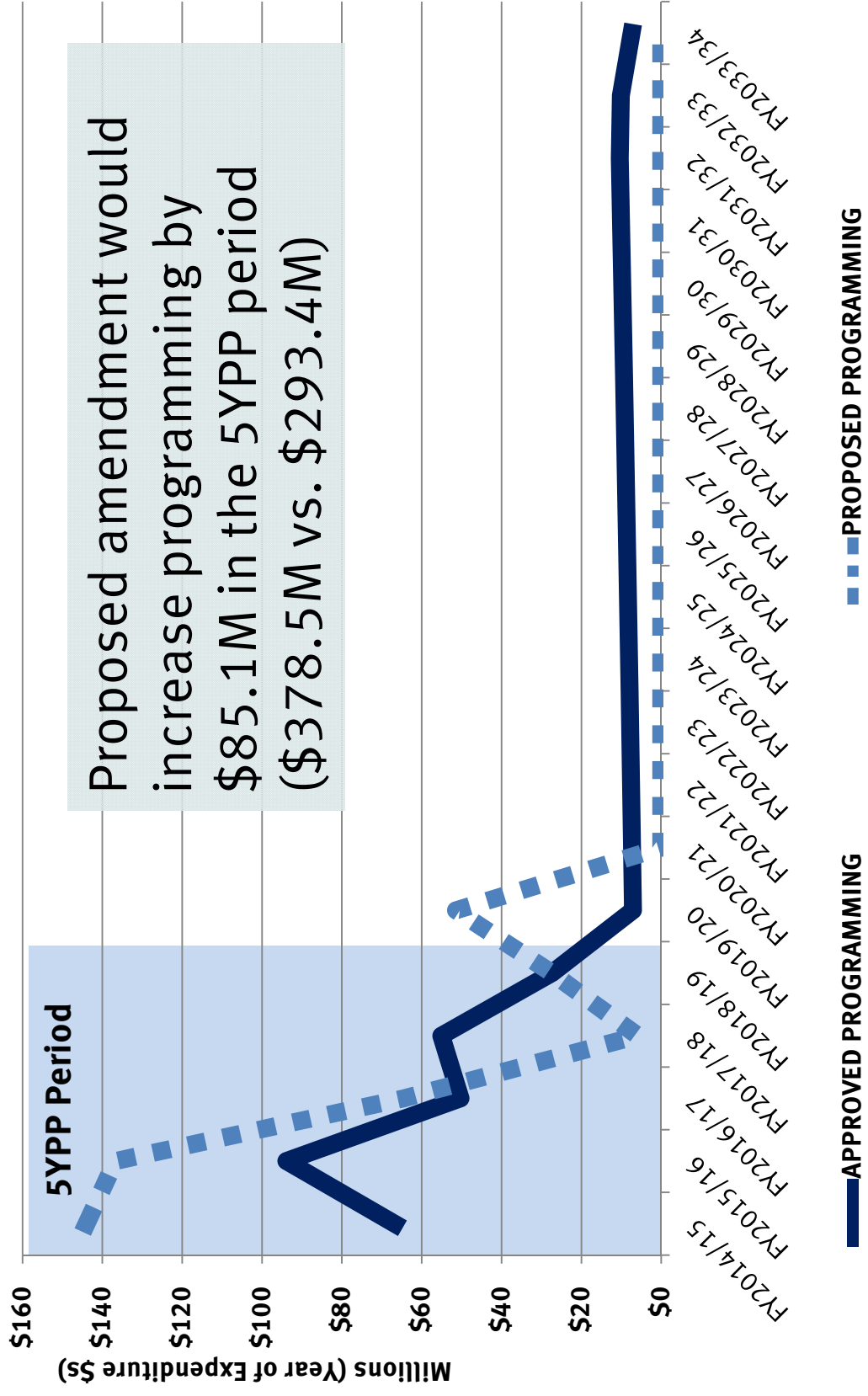
Enclosures (2):

- A. Prop K Vehicles 5-Year Prioritization Program
- B. Prop K Allocation Request Form

**Attachment 1.
Summary of Prop K Strategic Plan Amendment
Proposed Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)**

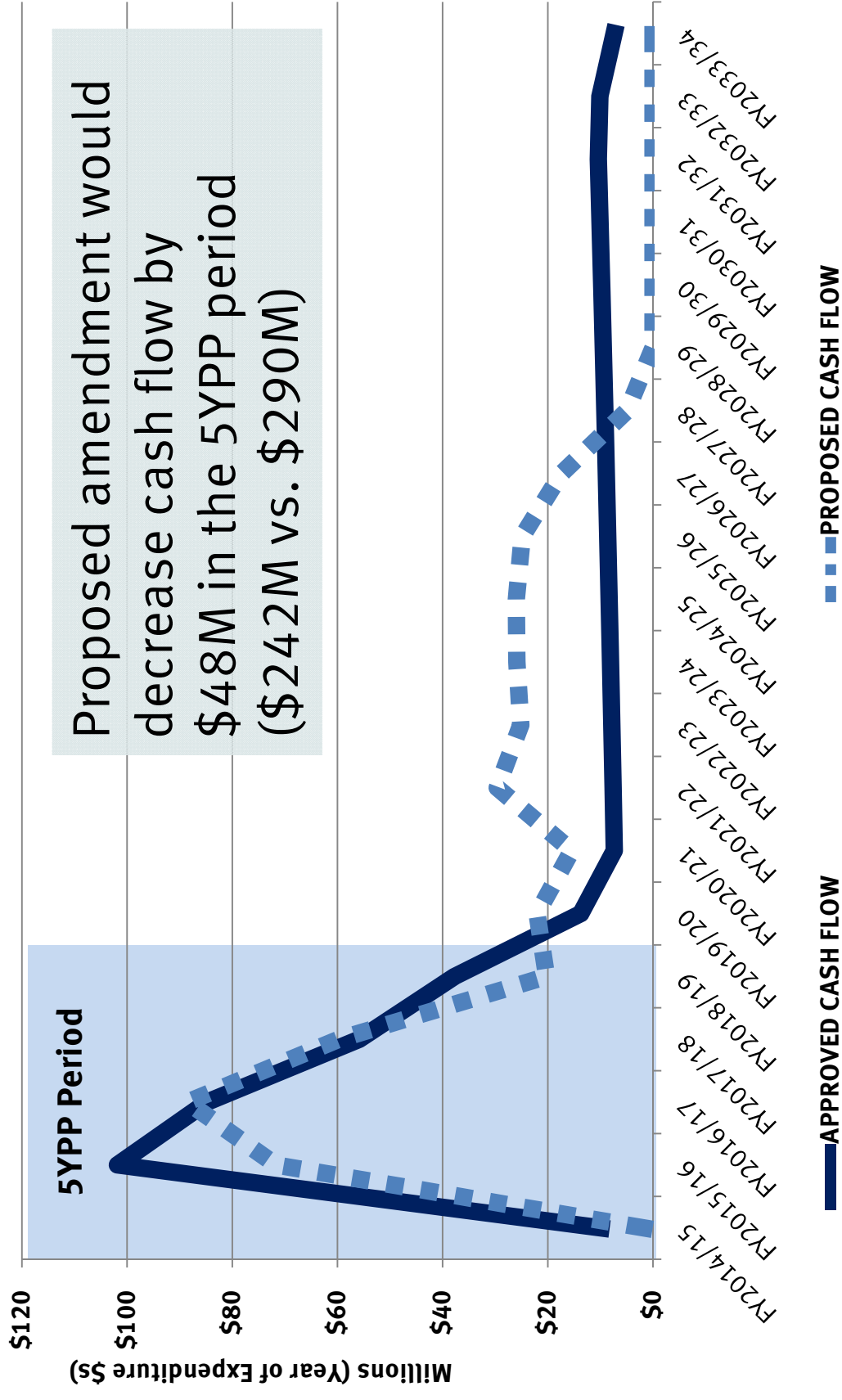
EP No.	EP Line Item	APPROVED 2014 Prop K Strategic Plan			PROPOSED Strategic Plan Amendment			Difference		
		Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs	Total Available Funds	Percent of Available Funds Spent on Financing	Total Programming & Finance Costs
15	Purchase Additional Light Rail Vehicles	\$ 5,965,541	13.78%	Programming \$ 4,602,490 Finance Costs \$ 821,830 Total \$ 5,424,320	\$ 5,965,033	13.60%	Programming \$ 4,602,490 Finance Costs \$ 811,418 Total \$ 5,413,908	\$ (508)	-0.18%	Programming \$ - Finance Costs \$ (10,412) Total \$ (10,412)
17M	New and Renovated Vehicles - MUNI	\$ 499,490,978	14.35%	Programming \$ 412,187,352 Finance Costs \$ 71,676,098 Total \$ 483,863,450	\$ 499,069,390	14.74%	Programming \$ 424,976,935 Finance Costs \$ 73,538,232 Total \$ 498,515,168	\$ (421,588)	0.39%	Programming \$ 12,789,583 Finance Costs \$ 1,862,134 Total \$ 14,651,718
17U	New and Renovated Vehicles - Discretionary	\$ 89,204,712	0.00%	Programming \$ 87,291,458 Finance Costs \$ - Total \$ 87,291,458	\$ 89,129,420	5.26%	Programming \$ 81,002,267 Finance Costs \$ 4,691,902 Total \$ 85,694,169	\$ (75,292)	5.26%	Programming \$ (6,289,191) Finance Costs \$ 4,691,902 Total \$ (1,597,289)
15, 17M, and 17U Total		\$ 594,661,231	N/A	Programming \$ 504,081,300 Finance Costs \$ 72,497,928 Total \$ 576,579,228	\$ 594,163,843	N/A	Programming \$ 510,581,692 Finance Costs \$ 79,041,552 Total \$ 589,623,245	\$ (497,388)	N/A	Programming \$ 6,500,392 Finance Costs \$ 6,543,624 Total \$ 13,044,017
STRATEGIC PLAN TOTAL		\$ 2,924,465,771	8.47%	Programming \$ 2,529,045,532 Finance Costs \$ 247,641,736 Total \$ 2,776,687,267	\$ 2,922,211,533	8.35%	Programming \$ 2,535,545,924 Finance Costs \$ 243,974,369 Total \$ 2,779,520,293	\$ (2,254,238)	-0.12%	Programming \$ 6,500,392 Finance Costs \$ (3,667,367) Total \$ 2,833,026

Prop K Programming Vehicles-Muni and Vehicles-Discretionary Line Items





Prop K Cash Flow Vehicles-Muni and Vehicles-Discretionary Line Items



Attachment 3. Proposed Prop K Project List - Vehicles - Muni (17M)
Summary of Changes

Project #	Project Name	Current Programmed Prop K Funds	Proposed Programmed Prop K Funds	Difference	Proposed Changes (e.g., delayed programming, change in scope)	Proposed First Year of Cash Flow	Proposed # of Years of Cash Flow
Current Projects - No Scope Changes							
1	Historic Vehicle Rehabilitation/Replacement (16 PCC)	\$ 4,785,063	\$ 4,785,063	\$ -	No change	2016/17	3
2	Historic Vehicle Rehabilitation/Replacement (Milan and Vintage)	\$ 3,304,749	\$ 3,304,749	\$ -	Programming delayed by one year. No change in cash flow.	2016/17	3
3	Replace 34 Neoplan 40' Motor Coaches and Replace 76 Neoplan 60' Buses	\$ 45,465,166	\$ 45,465,166	\$ -	Delayed several months resulting in later cash flow.	2015/16	2
4	Replace 41 Neoplan 40' Motor Coaches and Replace 48 Neoplan 60' Motor Coaches	\$ 37,493,415	\$ 37,493,415	\$ -	No change	2015/16	2
5	Replace 30 Neoplan 40' Motor Coaches	\$ 8,885,926	\$ 8,885,926	\$ -	Procurement delayed three years. Existing 40' Neoplans were rehabilitated in 2012/2013 using federal funds. Per Metropolitan Transportation Commission policy the useful lives of these vehicles must be extended by five years, extending the date they can be replaced using federal funds by the same time period.	2019/20	2
6	Replace 50 Neoplan 40' Motor Coaches	\$ 14,809,876	\$ 14,809,876	\$ -	Procurement delayed two years. Existing 40' Neoplans were rehabilitated in 2012/2013 using federal funds. Per Metropolitan Transportation Commission policy the useful lives of these vehicles must be extended by five years, extending the date they can be replaced using federal funds by the same time period.	2019/20	2
7	Replace 30 Orion 30' Motor Coaches and Replace 56 Orion 40' Motor Coaches	\$ 26,433,626	\$ 26,433,626	\$ -	No change	2018/19	2
8	Motor Coach Replacement Warranty: 30' Motor Coaches (30), 40' Motor Coaches (211), 60' Motor Coaches (124)	\$ 150,000	\$ 150,000	\$ -	Delayed one year corresponding to delay in procurement.	2015/16	9
9	Replace 60 New Flyer 60' Trolley Coaches	\$ 21,000,000	\$ 21,000,000	\$ -	No change	2014/15	2
10	Replace 100 ETI 40' Trolley Coaches	\$ 52,369,488	\$ 53,611,070	\$ 1,241,582	Increase in programmed amount due to updated MTC expected contribution.	2015/16	2

Attachment 3. Proposed Prop K Project List - Vehicles - Muni (17M)
Summary of Changes

Project #	Project Name	Current Programmed Prop K Funds	Proposed Programmed Prop K Funds	Difference	Proposed Changes (e.g., delayed programming, change in scope)	Proposed First Year of Cash Flow	Proposed # of Years of Cash Flow
11	Trolley Coach Replacement Warranty: 40' Trolley Coaches (175); 60' Trolley Coaches (93)	\$ 150,000	\$ 150,000	\$ -	Delayed two years corresponding to delay in procurement.	2016/17	8
12	Paratransit Van Replacement: Class B Vehicle (35)	\$ 931,019	\$ 931,019	\$ -	No change	2018/19	1
New Projects							
13	Replace 33 ETI 60' Trolley Coaches	\$ -	\$ 16,111,652	\$ 16,111,652	Incorporates scope from project 18.	2016/17	2
14	Replace 75 ETI 40' Trolley Coaches	\$ -	\$ 40,208,302	\$ 40,208,302	Incorporates scope from projects 17 and 18.	2016/17	2
15	Replace 65 ETI 40' Trolley Coaches with 12 60' Trolley Coaches	\$ -	\$ 5,858,782	\$ 5,858,782	Incorporates scope from project 18.	2017/18	2
16a	LRV Procurement	\$ -	\$ 60,116,310	\$ 60,116,310	New project added to support contract certification.	2014/15	9
16b	LRV Procurement	\$ -	\$ 13,171,456	\$ 13,171,456	New project added to support contract certification.	2019/20	9
Dropped Projects							
17	Replace 50 ETI 40' Trolley Coaches (2016/17)	\$ 36,608,381	\$ -	\$ (36,608,381)	Scope incorporated into project 14.	n/a	n/a
18	Replace 25 ETI 40' Trolley Coaches and Replace up to 45 ETI 60' Trolley Coaches (2017/18)	\$ 40,274,627	\$ -	\$ (40,274,627)	Scope incorporated into projects 13, 14, 15.	n/a	n/a
19	Replace 27 Paratransit Vans Class B Vehicles	\$ 718,215	\$ -	\$ (718,215)	Not needed. SFMTA replaced 35 paratransit vans in 2014 using \$650,000 in Prop K funds.	n/a	n/a

Total programmed in 2014 5YPP period (FYs 14/15 - 18/19)	\$ 293,379,551	\$ 312,039,156	\$ 18,659,605
Total cash flow in 2014 5YPP period (FYs 14/15 - 18/19)	\$ 290,042,662	\$ 241,950,475	\$ (48,092,187)

Total programmed in Strategic Plan (FYs 2019/20 - 33/34)	\$ 336,116,831	\$ 348,906,415	\$ 12,789,584
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Attachment 4.
Prop K FY 2014/15 Capital Budget¹

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					FYs 2019/20 - 2027/2028 ²
				FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
TRANSIT									
1	SFMTA	Van Ness Bus Rapid Transit	\$ 1,594,280	\$ 1,275,424	\$ 318,856				
5	TJPA	Transbay Transit Center and Downtown Extension	\$ 43,046,950	\$ 34,128,950	\$ 4,693,000	\$ 4,225,000			
5	TJPA	Downtown Extension	\$ 1,219,000	\$ 632,400	\$ 586,600				
14	SFCTA	Quint-Jerrold Connector Road Contracting and Workforce Development Strategy	\$ 89,000	\$ 89,000					
15	SFMTA	Light Rail Vehicle Procurement	\$ 4,592,490			\$ 3,092,490	\$ 1,500,000		
17M	SFMTA	Light Rail Vehicle Procurement	\$ 60,116,310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,116,310
17U	SFMTA	Light Rail Vehicle Procurement	\$ 66,444,342	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,342
Transit Subtotal			\$ 177,102,372	\$ 36,125,774	\$ 5,598,456	\$ 7,317,490	\$ 1,500,000	\$ -	\$ 126,560,652
PARATRANSIT									
23	SFMTA	Paratransit	\$ 9,670,000	\$ 9,670,000					
Paratransit Subtotal			\$ 9,670,000	\$ 9,670,000	\$ -	\$ -	\$ -	\$ -	
VISITACION VALLEY WATERSHED									
27	SFMTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750				
27	SFCTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750				
Visitacion Valley Watershed Subtotal			\$ 28,830	\$ 19,330	\$ 9,500	\$ -	\$ -	\$ -	
STREET AND TRAFFIC SAFETY									
34	SFPW	West Portal Ave and Quintara St. Pavement Renovation	\$ 3,002,785	\$ 2,402,228	\$ 600,557				
35	SFPW	Street Repair and Cleaning Equipment	\$ 701,034	\$ 350,517	\$ 350,517				
37	SFPW	Public Sidewalk Repair	\$ 492,200	\$ 492,200					
39	SFMTA	Twin Peaks Connectivity	\$ 23,000	\$ 19,866	\$ 3,134				
42	SFPW	Tree Planting and Maintenance	\$ 1,000,000	\$ 1,000,000					
Streets and Traffic Safety Subtotal			\$ 5,219,019	\$ 4,264,811	\$ 954,208	\$ -	\$ -	\$ -	
TSM/STRATEGIC INITIATIVES									
43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 77,546	\$ 77,546					
43	SFCTA	Bay Area Transit Core Capacity Study	\$ 450,000	\$ 315,000	\$ 135,000				
43	SFCTA	San Francisco Corridor Management Study	\$ 300,000	\$ 75,000	\$ 125,000	\$ 100,000			
44	SFMTA	Persia Triangle	\$ 200,685	\$ 100,343	\$ 100,342				
44	SFCTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000					
44	SFMTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000					
TSM/Strategic Initiatives Subtotal			\$ 1,178,231	\$ 717,889	\$ 360,342	\$ 100,000	\$ -	\$ -	
TOTAL			\$ 193,198,452	\$ 50,797,804	\$ 6,922,506	\$ 7,417,490	\$ 1,500,000	\$ -	\$ 126,560,652

¹ This table shows Cash Flow Distribution Schedules for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).

² Light Rail Vehicle Procurement. See Resolution 15-XX for cash flow details.

Shaded lines indicate allocations/appropriations that are part of the current action.

Attachment 5.
Prop K FY 2014/15 Capital Budget Summary¹

	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FYs 2019/20 - 2027/28²
Prior Allocations	\$ 62,045,310	\$ 50,797,804	\$ 6,922,506	\$ 4,325,000	\$ -	\$ -	\$ -
Current Request(s)	\$ 131,153,142	\$ -	\$ -	\$ 3,092,490	\$ 1,500,000	\$ -	\$ 126,560,652
New Total Allocations	\$ 193,198,452	\$ 50,797,804	\$ 6,922,506	\$ 7,417,490	\$ 1,500,000	\$ -	\$ 126,560,652

¹ This table shows total cash flow for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).

² Light Rail Vehicle Procurement. See Resolution 15-XX for cash flow details.



Memorandum

Date: 10.02.14 **RE:** Plans and Programs Committee
October 7, 2014

To: Plans and Programs Committee: Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

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

Through: Tilly Chang – Executive Director *all*

Subject: **ACTION** – Recommend Allocation of \$496,100 in Prop K Funds, with Conditions, and Appropriation of \$150,000 in Prop K Funds, with Conditions, for Three Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have three requests totaling \$646,100 in Prop K funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested \$256,100 for Shared Roadway Bicycle Markings (Sharrows) to install an estimated 1,350 new sharrows at locations identified in the 2009 San Francisco Bicycle Plan. The SFMTA has also requested \$240,000 for the Western Addition Community-Based Transportation Plan, which would be the first project to receive a Neighborhood Transportation Improvement Program (NTIP) planning grant (District 5). While the scope is still being refined in coordination with Commissioner Breed's office, the overall intent is to identify key transportation needs and develop potential project concepts to address those needs. The Prop K funds would leverage a \$60,000 Community Based Transportation Planning grant from the Metropolitan Transportation Commission. Finally, we are requesting \$150,000 for Fiscal Year 2014/15 planning and conceptual engineering work for the Treasure Island Mobility Management Program. **We are seeking a recommendation to allocate \$496,100 in Prop K funds, with conditions, and appropriate \$150,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

BACKGROUND

We have received three requests for a combined total of \$646,100 in Prop K funds to present to the Plans and Programs Committee at the October 7, 2014 meeting, for potential Board approval on October 21, 2014. As shown in Attachment 1, the requests come from the following Prop K categories:

- Bicycle Circulation/Safety
- Transportation Demand Management/Parking Management
- Transportation/Land Use Coordination

The purpose of this memorandum is to present the Prop K requests to the Plans and Programs Committee and to seek a recommendation to allocate and appropriate the funds, with conditions.

DISCUSSION

Attachment 1 summarizes the three requests for Prop K funds, 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 are included in the enclosed Allocation Request Forms.

Treasure Island Mobility Management Program: In June 2011, the San Francisco Board of Supervisors voted to approve various pieces of legislation authorizing the Treasure Island/Yerba Buena Island Development Project. The Treasure Island Transportation Implementation Plan was adopted as part of the development projects' approvals, and includes a multimodal congestion pricing demonstration program that applies motorist user fees to reduce the traffic impacts of the Development Project. The congestion fee, which is authorized under previous legislation (Assembly Bill (AB) 981, signed in 2008), in combination with parking and transit pass revenues, would help fund a comprehensive suite of transportation services, including: frequent ferry and bus service to San Francisco and Oakland, a free island circulator shuttle, bikeshare; and other cycling and pedestrian amenities. Other demand management elements include unbundled parking, required purchase of pre-paid transit vouchers for residents, and pricing of all non-resident parking on Treasure Island. Implementation of congestion pricing is intended to occur concurrently with the occupancy of the first 1,000 housing units on Treasure Island, anticipated in January 2018. Under AB 981, these transportation services and policies are to be implemented by a Treasure Island Mobility Management Agency (TIMMA).

On April 1, 2014, the San Francisco Board of Supervisors adopted a resolution designating the Transportation Authority as the TIMMA to implement elements of the Transportation Plan in support of the Development Project. On September 19, 2014, Governor Brown signed into law AB 141 (Ammiano), a bill sponsored by the Transportation Authority to transfer its TIMMA responsibilities to a new agency in order to firewall the new Treasure Island activities and related liabilities from Prop K revenues and other Transportation Authority resources.

The current request for \$150,000 in Prop K funds for Fiscal Year 2014/15 would match two competitive grants secured by the project: \$149,400 in Priority Development Area Planning funds from the Metropolitan Transportation Commission, and \$330,000 in federal Value Pricing Pilot Program Planning funds from the Federal Highway Administration. It would establish administrative and financial policies for TIMMA, and conduct planning and preliminary engineering to produce recommendations for the Mobility Management Program. A progress update on the Treasure Island Mobility Management Study will also be presented at the October 7 Plans and Programs Committee meeting under a separate agenda item.

Western Addition Community-Based Transportation Plan [NTIP Planning]: The San Francisco Transportation Plan found that walking, biking and transit reliability initiatives are important ways to address socio-economic and geographic disparities. One key response to the findings was the development of the Neighborhood Transportation Improvement Program (NTIP) to address mobility and equity needs and to meet the desire for more focus on neighborhoods, especially on Communities of Concern and other underserved neighborhoods. The NTIP has two components: a planning program that provides \$100,000 in Prop K funding for each supervisorial district, and \$9.6 million in Prop K matching funds for implementation of NTIP planning grant recommendations and other neighborhood-scale projects that have already been identified for delivery. The San Francisco Municipal Transportation Agency is requesting \$100,000 in District 5 NTIP Planning funds and an additional \$140,000 in Prop K funds for the Western Addition Community-Based Transportation Plan project for the first NTIP planning grant. While the scope is still being refined in coordination with Commissioner Breed's office, the overall intent is to identify key transportation needs and develop potential project concepts to address those needs. The Prop K funds would leverage a \$60,000 Community Based Transportation Planning grant from the Metropolitan Transportation Commission.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests. Transportation Authority staff and project sponsors will attend the Plans and Programs Committee

meeting to provide brief presentations on some of the specific requests and to respond to any questions that the Plans and Programs Committee may have.

We are seeking a recommendation to allocate \$496,100 in Prop K funds, with conditions and appropriate \$150,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

ALTERNATIVES

1. Recommend allocation of \$496,100 in Prop K funds, with conditions, and appropriation of \$150,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as presented.
2. Recommend allocation of \$496,100 in Prop K funds, with condition, and appropriation of \$150,000 in Prop K funds, with conditions, for three requests, 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 Citizen Advisory Committee (CAC) was briefed on this item at its October 1, 2014 meeting, and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

As detailed in Attachment 2 and the enclosed Allocation Request Forms, this action would allocate and appropriate \$646,100 in Fiscal Year 2014/15 Prop K funds, with conditions. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

The Prop K Capital Budget (Attachment 4) shows the recommended cash flow distribution schedules for the subject requests. Attachment 5 contains a cash-flow-based summary table including the Prop K Fiscal Year 2014/15 allocations to date and the subject Prop K requests.

Sufficient funds are included in the adopted Fiscal Year 2014/15 budget to accommodate the recommendation 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 \$496,100 in Prop K funds, with conditions, and appropriation of \$150,000 in Prop K funds, with conditions, for three requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Capital Budget 2014/15
5. Prop K 2014/15 Fiscal Year Cash Flow Distribution – Summary Table

Enclosure:

1. Prop K Allocation Request Forms (3)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Prop K Leveraging			District		
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested			
Prop K	39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ -	\$ 256,100	28%	0%	Environmental, Design, Construction	Citywide		
Prop K	43	SFCTA	Treasure Island Mobility Management Program	\$ 150,000	\$ -	\$ 879,400	54%	83%	Planning	6		
Prop K	44	SFMTA	Western Addition Community-Based Transportation Plan [NTP Planning]	\$ 240,000	\$ -	\$ 300,000	40%	20%	Planning	5		
TOTAL							\$ 646,100	\$ -	\$ 1,435,500	46%	55%	

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 include SFCTA (San Francisco County Transportation Authority) 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.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ -	<p>The SFMTA will use Prop K funds to install an estimated 1,350 new sharrows at 52 locations identified in the 2009 San Francisco Bicycle Plan. Streets planned for sharrow implementation are located on the San Francisco Bike Network where no other bike facilities such as lanes are scheduled for construction in the near future. To date, the SFMTA has installed 74 miles of sharrows, and this project will install sharrows on the remaining 16 miles identified in the plan. SFMTA anticipates construction to be completed by late 2015.</p> <p>The SFMTA prioritizes new requests for sharrows based on the existing backlog of requested sharrow locations along with new requests submitted through elected officials (e.g. Board of Supervisors) and 311. Public requests for sharrows can be made by contacting 311.</p>
43	SFCTA	Treasure Island Mobility Management Program	\$ 150,000	\$ -	<p>A key component of the Treasure Island/Yerba Buena Development Project is the development and implementation of a comprehensive package of transportation services. Prop K funds will be used to fund Phase 1 of the Treasure Island Mobility Management Program in Fiscal Year 2014/15. Activities during this pre-implementation phase will continue development of the transportation program. Specifically, funds will be used on initial studies, the establishment of the Treasure Island Mobility Management Agency (TIMMA), program management, and agency stakeholder and public outreach. The work will be split 50/50 between Transportation Authority staff and consultants. The Transportation Authority anticipates the pre-implementation phase to be completed by September 2015.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
44	SFMTA	Western Addition Community-Based Transportation Plan [NTIP Planning]	\$ 240,000	\$ -	Prop K funds will be used for a community-based planning effort in the Western Addition/Haight/Fillmore neighborhood. This would be the first project to receive a Neighborhood Transportation Improvement Program (NTIP) planning grant (District 5, \$100,000 from NTIP). While the scope is still being refined in coordination with Commissioner Breed's office, the overall intent is to identify key transportation needs and develop potential project concepts to address those needs. The Prop K funds would leverage a \$60,000 Community Based Transportation Planning grant from the Metropolitan Transportation Commission. The planning effort must include robust community engagement and will identify key transportation needs and to develop potential project concepts. Upon project completion (anticipated November 2016), SFMTA will report to the CAC and Plans and Programs Committee on key findings, recommendations, and next steps, including implementation and funding strategy.
TOTAL			\$ 646,100	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ -	5-Year Prioritization Program (SYPP) Amendment: The requested allocation requires a 5YPP amendment to the Bicycle Circulation/Safety category to reprogram \$138,100 in Fiscal Year 2014/15 Bicycle Network Expansion and Upgrades construction funds to the Sharrows project.
43	SFCTA	Treasure Island Mobility Management Program	\$ 150,000	\$ -	
44	SFMTA	Western Addition Community-Based Transportation Plan [NTIP Planning]	\$ 240,000	\$ -	SFMTA is working with Commissioner Breed's office to better define purpose and need, scope, community engagement strategy, etc. We are recommending the allocation so that SFMTA can obligate the Community Based Transportation Planning grant funds from MTC. The staff recommendation contains a special condition making reimbursement conditioned upon receipt of a) an executed project charter documenting agreements reached with all participants on purpose, scope, budget, and responsibilities of all participants and b) a revised allocation request form that is consistent with the project charter and reflects input from Commissioner Breed.
TOTAL			\$ 646,100	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 4.
Prop K FY 2014/15 Capital Budget¹

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					FYs 2019/20 - 2027/2028 ²
				FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
TRANSIT									
1	SFMTA	Van Ness Bus Rapid Transit	\$ 1,594,280	\$ 1,275,424	\$ 318,856				
5	TJPA	Transbay Transit Center and Downtown Extension	\$ 43,046,950	\$ 34,128,950	\$ 4,693,000	\$ 4,225,000			
5	TJPA	Downtown Extension	\$ 1,219,000	\$ 632,400	\$ 586,600				
14	SFCTA	Quint-Jerrold Connector Road Contracting and Workforce Development Strategy	\$ 89,000	\$ 89,000					
15	SFMTA	Light Rail Vehicle Procurement	\$ 4,592,490			\$ 3,092,490	\$ 1,500,000		
17M	SFMTA	Light Rail Vehicle Procurement	\$ 60,116,310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,116,310
17U	SFMTA	Light Rail Vehicle Procurement	\$ 66,444,342	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,342
Transit Subtotal			\$ 177,102,372	\$ 36,125,774	\$ 5,598,456	\$ 7,317,490	\$ 1,500,000	\$ -	\$ 126,560,652
PARATRANSIT									
23	SFMTA	Paratransit	\$ 9,670,000	\$ 9,670,000					
Paratransit Subtotal			\$ 9,670,000	\$ 9,670,000	\$ -	\$ -	\$ -	\$ -	\$ -
VISITACION VALLEY WATERSHED									
27	SFMTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750				
27	SFCTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750				
Visitacion Valley Watershed Subtotal			\$ 28,830	\$ 19,330	\$ 9,500	\$ -	\$ -	\$ -	\$ -
STREET AND TRAFFIC SAFETY									
34	SFPW	West Portal Ave and Quintara St. Pavement Renovation	\$ 3,002,785	\$ 2,402,228	\$ 600,557				
35	SFPW	Street Repair and Cleaning Equipment	\$ 701,034	\$ 350,517	\$ 350,517				
37	SFPW	Public Sidewalk Repair	\$ 492,200	\$ 492,200					
39	SFMTA	Twin Peaks Connectivity	\$ 23,000	\$ 19,866	\$ 3,134				
39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ 151,000	\$ 105,100				
42	SFPW	Tree Planting and Maintenance	\$ 1,000,000	\$ 1,000,000					
Streets and Traffic Safety Subtotal			\$ 5,475,119	\$ 4,415,811	\$ 1,059,308	\$ -	\$ -	\$ -	\$ -
TSM/STRATEGIC INITIATIVES									
43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 77,546	\$ 77,546					
43	SFCTA	Bay Area Transit Core Capacity Study	\$ 450,000	\$ 315,000	\$ 135,000				
43	SFCTA	San Francisco Corridor Management Study	\$ 300,000	\$ 75,000	\$ 125,000	\$ 100,000			
43	SFCTA	Treasure Island Mobility Management Program	\$ 150,000	\$ 150,000					
44	SFMTA	Persia Triangle	\$ 200,685	\$ 100,343	\$ 100,342				
44	SFCTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000					
44	SFMTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000					
44	SFMTA	Western Addition Community-Based Transportation Plan [NTIP]	\$ 240,000	\$ 96,000	\$ 96,000	\$ 48,000			
TSM/Strategic Initiatives Subtotal			\$ 1,568,231	\$ 963,889	\$ 456,342	\$ 148,000	\$ -	\$ -	\$ -
TOTAL			\$ 193,844,552	\$ 51,194,804	\$ 7,123,606	\$ 7,465,490	\$ 1,500,000	\$ -	\$ 126,560,652

Attachment 4.
 Prop K FY 2014/15 Capital Budget¹

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					FYs 2019/20 - 2027/2028 ²
				FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	

¹ This table shows Cash Flow Distribution Schedules for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).

² Light Rail Vehicle Procurement. See Resolution 15-XX for cash flow details.

Shaded lines indicate allocations/appropriations that are part of the current action.

Attachment 5.
Prop K FY 2014/15 Capital Budget Summary¹

	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FYs 2019/20 - 2027/28²
Prior Allocations	\$ 193,198,452	\$ 50,797,804	\$ 6,922,506	\$ 7,417,490	\$ -	\$ -	\$ 126,560,652
Current Request(s)	\$ 646,100	\$ 397,000	\$ 201,100	\$ 48,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 193,844,552	\$ 51,194,804	\$ 7,123,606	\$ 7,465,490	\$ -	\$ -	\$ 126,560,652

¹ This table shows total cash flow for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).

² Light Rail Vehicle Procurement. See Resolution 15-XX for cash flow details.



Memorandum

Date: 10.02.14 **RE:** Plans and Programs Committee
October 7, 2014

To: Plans and Programs Committee: Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

From: Maria Lombardo – Chief Deputy Director *mel*
David Uniman – Deputy Director for Planning *Dell.*

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Adoption of the Draft Neighborhood Transportation Improvement Program Planning Guidelines

Summary

One of the recommendations from the San Francisco Transportation Plan was to create a Neighborhood Transportation Improvement Program (NTIP), which provides Prop K funds for community-based planning and for development and implementation of neighborhood-scale capital projects. The draft NTIP planning grant guidelines were developed through a collaborative process with project sponsors. Recognizing the different transportation challenges facing San Francisco's neighborhoods, we have drafted guidelines that allow NTIP planning grants to be tailored to meet each district's or neighborhood's specific needs. Ultimately, all efforts should lead toward prioritization of community-supported neighborhood-scale capital improvements that could be funded by Prop K and/or other sources. The NTIP Planning program provides \$100,000 in Prop K funds for each supervisorial district over the next five years. The \$100,000 can be used for one planning effort or multiple smaller efforts. The expectation is that NTIP funds will leverage other funds. This leveraging would be necessary to fund larger scale more intensive efforts. While anyone can come up with an NTIP planning grant idea, it is the district supervisor who recommends which project(s) will be funded with an NTIP planning grant. The supervisor would initiate the process by contacting NTIP Coordinators at the Transportation Authority and the San Francisco Municipal Transportation Agency who would work with the supervisor and relevant stakeholders throughout the NTIP planning proposal identification and initial scoping process. There have been no substantive changes to the draft guidelines since they were included in the September Plans and Programs Committee packet. **We are seeking a recommendation to adopt the NTIP Planning Guidelines.**

BACKGROUND

The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) was developed in response to mobility and equity analysis findings from the San Francisco Transportation Plan (SFTP) and to public and Board desire for more focus on neighborhoods, especially on Communities of Concern and other underserved neighborhoods. The SFTP, which is the city's 30-year blueprint guiding transportation investment in San Francisco, found that walking, biking and transit reliability initiatives are important ways to address socio-economic and geographic disparities. The NTIP responds to these findings.

The overall intent of the NTIP is to develop project pipelines and build community awareness of/capacity to provide input into the transportation planning process, especially in Communities of Concern and other neighborhoods with high unmet needs. The NTIP has two arms: planning grants and capital grants. The latter are intended to provide matching funds to advance project development and (ideally) implementation of two small- to mid-sized capital projects in each district in the next five years.

DISCUSSION

The Draft NTIP Planning Guidelines have been developed through a collaborative process with our Technical Working Group, which includes local agency partners such as the Department of Public Works, the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Planning Department, the Department of Public Health, regional transit operators and others. As part of the development process, we made a concerted effort to draw upon lessons learned from past community-based planning efforts led by the Transportation Authority and our partner agencies. We are appreciative of everyone's thoughtful input and feel that the NTIP draft guidelines, which are included as Attachment 1 to this memo, have benefited from this input.

The draft guidelines were included in the September Plans and Programs Committee packet. We have made only non-substantive changes to the guidelines since then. Highlights on the Draft NTIP Planning Guidelines are provided below.

Goals and Outcomes: NTIP planning funds can be used for community-based, planning efforts in San Francisco neighborhoods, especially in Communities of Concern or other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities). Specifically, NTIP planning funds can be used to support neighborhood-scale efforts that identify a community's top transportation needs, identify and evaluate potential solutions, and recommend next steps for meeting the identified needs of the community. NTIP planning funds can also be used to complete additional planning/conceptual engineering for existing planning projects that community stakeholders regard as high priority. All NTIP planning efforts must be designed to address one or more of the following SFTP priorities:

- Improve pedestrian and/or bicycle safety;
- Encourage walking and/or biking;
- Improve transit accessibility; and/or
- Improve mobility for Communities of Concern or other underserved neighborhoods and at-risk populations (e.g., seniors, children, and/or people with disabilities).

Ultimately, NTIP planning efforts should lead toward prioritization of community-supported, neighborhood-scale capital improvements that can be funded by the Transportation Authority's Prop K sales tax for transportation and/or other sources.

Funding and Eligibility: The NTIP Planning program provides \$100,000 in Prop K funding for each supervisorial district to use over the next five years, with \$500,000 available for allocation in Fiscal Year 2014/15 and \$600,000 available in Fiscal Year 2015/16. The \$100,000 can be used for one planning effort or multiple smaller efforts. The expectation is that NTIP funds will leverage other funds. This leveraging would be necessary to fund larger scale, more intensive efforts.

All NTIP planning efforts must include a collaborative planning process with community stakeholders such as residents, business proprietors, transit agencies, human service agencies, neighborhood associations, non-profit or other community-based organizations and faith-based organizations. NTIP planning efforts can be led by Prop K project sponsors, other public agencies, and/or community-based organizations. The grant recipient, however, must be a Prop K-eligible sponsor. If a non-Prop K sponsor is leading the NTIP planning project, it will need to partner with a Prop K sponsor or request that a Prop K sponsor act as a fiscal sponsor.

Project Initiation and Scoping: NTIP planning grant ideas can be generated from a district supervisor, agency staff, a community-based organization, or a community member. Ultimately, however, the district supervisor (acting in his/her capacity as Transportation Authority Board commissioner) will recommend which project(s) will be funded with a NTIP planning grant.

The process of vetting potential NTIP planning ideas and scoping a planning grant are critical to the success of any planning effort. Thus, the guidelines describe a project initiation and scoping process that is necessarily iterative and collaborative in nature. It also relies upon NTIP Coordinators at the Transportation Authority and SFMTA to assist with this important step. When a district supervisor is interested in exploring NTIP proposals, he/she will need to contact the designated NTIP Coordinators. They will then work with the district supervisor and other relevant stakeholders to identify an eligible NTIP planning proposal and reach agreement on purpose and need, what organization will lead/support the effort, develop a summary scope, identifying desired outcomes and/or deliverables, and preparing an initial cost estimate and funding plan. The NTIP Coordinators will continue to facilitate the scoping effort through development of a project charter that will document agreements reached regarding the project's purpose, scope, schedule, budget, funding plan, and the responsibilities of all participants and through grant award.

Once awarded Prop K funds, the NTIP planning grant will be expected to be completed within a two year timeframe, culminating in a final report to the Board on key findings, recommendations, and next steps. NTIP planning recommendations may be prioritized for Prop K and other funds programmed or prioritized by the Transportation Authority.

We are seeking a recommendation to adopt the draft NTIP Planning Guidelines.

ALTERNATIVES

1. Recommend adoption of the draft NTIP Planning Guidelines, as presented.
2. Recommend adoption of the draft NTIP Planning Guidelines, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The Citizen Advisory Committee (CAC) was briefed on this item at its October 1, 2014 meeting, and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

There are no financial impacts associated with the proposed action. The Transportation Authority Board has already approved programming of \$600,000 in Prop K funds in Fiscal Year 2014/15 and \$500,000 in Fiscal Year 2015/16 funds for NTIP planning grants as part of approval of the 2014 Prop K 5-Year Prioritization Programs. Allocation of funds for NTIP planning grants is subject to separate action by the Board.

RECOMMENDATION

Recommend adoption of the draft NTIP Planning Guidelines.

Attachment:

1. Draft Neighborhood Transportation Improvement Program Planning Guidelines



Neighborhood Transportation Improvement Program Draft Planning Guidelines



The Neighborhood Transportation Improvement Program (NTIP) is made possible by the San Francisco County Transportation Authority through grants of Proposition K (Prop K) local transportation sales tax funds. Prop K is the local sales tax for transportation approved by San Francisco voters in November 2003.



Cover photo of pedestrians and cyclists courtesy Lynn Friedman, Flickr Creative Commons;
photo of parklet courtesy SPUR/Noah Christman, Flickr Creative Commons.



Contents

Overview	2
Why create a Neighborhood Transportation Improvement Program (NTIP)?	
What do we want to achieve with the NTIP?	
What type of work does the NTIP fund?	
How much funding is available?	
Eligibility	2
What types of planning efforts can be funded?	
Who can lead an NTIP planning effort?	
How will proposals be screened for eligibility?	
What specific activities and expenses are eligible for reimbursement?	
Project Initiation and Scoping	3
Where do NTIP planning ideas come from?	
How does an idea develop into an NTIP planning grant?	
What are the grant award terms?	4
Are there timely use of funds deadlines?	
What are the monitoring, reporting, and attribution requirements?	
How do I get more information?	5
Grant Process Flow-chart	6



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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Overview

WHY CREATE A NEIGHBORHOOD TRANSPORTATION IMPROVEMENT PROGRAM (NTIP)?

The Transportation Authority's NTIP was developed in response to mobility and equity analysis findings from the San Francisco Transportation Plan (SFTP) and to public and the Transportation Authority Board's desire for more focus on neighborhoods, especially on Communities of Concern¹ and other underserved neighborhoods. The SFTP, which is the city's 30-year blueprint guiding transportation investment in San Francisco, found that walking, biking and transit reliability initiatives are important ways to address socio-economic and geographic disparities. The NTIP is intended to respond to these findings.

WHAT DO WE WANT TO ACHIEVE WITH THE NTIP?

The purpose of the NTIP is to build community awareness of, and capacity to provide input to, the transportation planning process and to advance delivery of community-supported neighborhood-scale projects. The latter can be accomplished through strengthening project pipelines or helping move individual projects more quickly toward implementation, especially in Communities of Concern and other neighborhoods with high unmet needs.

WHAT TYPE OF WORK DOES THE NTIP FUND?

NTIP planning funds can be used for community-based planning efforts in San Francisco neighborhoods, especially in Communities of Concern or other underserved neighborhoods and areas with vulnerable populations (e.g., seniors, children, and/or people with disabilities). Specifically, NTIP planning funds can be used to support neighborhood-scale efforts that identify a community's top transportation needs, identify and evaluate potential solutions, and recommend next steps for meeting the identified needs. NTIP planning funds can also be used to complete additional planning/conceptual engineering for existing planning projects that community stakeholders regard as high-priority. All NTIP planning efforts must be designed to address one or more of the following SFTP priorities:

- Improve pedestrian and/or bicycle safety
- Encourage walking and/or biking;
- Improve transit accessibility
- Improve mobility for Communities of Concern or other underserved neighborhoods and vulnerable populations (e.g., seniors, children, and/or people with disabilities).

Ultimately, NTIP planning efforts should lead toward pri-

¹ Communities of Concern in San Francisco as defined by the Metropolitan Transportation Commission include Downtown/Chinatown/North Beach/Treasure Island, Tenderloin/Civic Center, South of Market, Western Addition/Haight/Fillmore, Inner Mission/Potrero Hill, Bayview/Hunters Point/Bayshore, Outer Mission/Crocker-Amazon/Ocean View. Local San Francisco agencies plan to revisit and potentially adjust these designations in the coming year.

oritization of community-supported, neighborhood-scale capital improvements that can be funded by the Transportation Authority's Prop K sales tax for transportation and/or other sources.

HOW MUCH FUNDING IS AVAILABLE?

The NTIP Planning program provides \$100,000 in Prop K funding for each supervisorial district to use over the next five years (Fiscal Years 2014/15–2018/19). A maximum of \$500,000 is available for grants in Fiscal Year 2014/15. The \$100,000 can be used for one planning effort or multiple smaller efforts. No local match is required for planning grants, though it is encouraged.

The Transportation Authority has also programmed just over \$9.6 million in Prop K matching funds for implementation of NTIP planning grant recommendations during the next five years. During this first cycle of the NTIP, the capital match funds can also be used to fund other community-supported, neighborhood-scale projects that already have been identified and are being prepared for delivery in the next five years.

Eligibility

WHAT TYPES OF PLANNING EFFORTS CAN BE FUNDED?

Examples of eligible planning efforts include:

- District-wide needs and prioritization processes (e.g., the Sunset District Blueprint).
- Project-level plans or conceptual designs for smaller efforts (e.g., advancing conceptual design of a high priority project identified in a prior community planning effort, community mini-grants, safety project concepts development, and transportation demand management planning including neighborhood parking management studies).
- Identifying and advancing design of low-cost enhancements (e.g., new crosswalks, trees, sidewalk bulbouts) to a follow-the-paving project.
- Traditional neighborhood transportation plan development (e.g., Tenderloin-Little Saigon Neighborhood Transportation Plan, Mission District Streetscape Plan).
- Corridor plans (e.g., Leland Avenue Street Design Project, McLaren Park Needs Assessment/Mansell Corridor Improvements, and Columbus Avenue Neighborhood Transportation Study).

The expectation is that NTIP funds will be leveraged like other Prop K funds. This leveraging would be necessary to fully fund some of the larger scale and more intensive efforts listed above. (A traditional neighborhood transportation plan might run \$300,000; a corridor plan could be much more expensive, depending on the scope). Without leveraging, a \$100,000 NTIP planning grant could fund the smaller-scale planning efforts noted in the first three bullet points.

All NTIP planning efforts must include a collaborative planning process with community stakeholders such as residents, business proprietors, transit agencies, human service agencies, neighborhood associations, non-profit or other community-based organizations and faith-based organizations. The purpose of this collaboration is to solicit comments from these stakeholders, review preliminary findings or designs with them, and to utilize their perspective in identifying potential strategies and solutions for addressing transportation needs.

WHO CAN LEAD AN NTIP PLANNING EFFORT?

NTIP planning efforts can be led by Prop K project sponsors, other public agencies, and/or community-based organizations. The grant recipient, however, must be one of the following Prop K-eligible sponsors: the Bay Area Rapid Transit District (BART), the Peninsula Corridor Joint Powers Board (Caltrain) the Planning Department, the San Francisco County Transportation Authority (Transportation Authority or SFCTA), the San Francisco Municipal Transportation Agency (SFMTA), or San Francisco Public Works (SFPW). If a non-Prop K sponsor is leading the NTIP planning project, it will need to partner with a Prop K sponsor or request that a Prop K sponsor act as a fiscal sponsor.

HOW WILL PROPOSALS BE SCREENED FOR ELIGIBILITY?

In order to be eligible for an NTIP Planning grant, a planning effort must satisfy all of the following screening criteria:

- Project sponsor is one of the following Prop K project sponsors: BART, Caltrain, the Planning Department, SFCTA, SFMTA, SFPW—or is partnering with a Prop K-eligible sponsor (either as a partner or a fiscal sponsor).
- Project is eligible for funding from Prop K.
- Project is seeking funds for planning/conceptual engineering phase. A modest amount of the overall grant may be applied toward environmental clearance (typically for categorical exemption types of approvals), but this may not represent a significant portion of proposed expenditures.
- Cumulative NTIP requests for a given supervisorial district do not exceed the maximum amount available for each supervisorial district (i.e., \$100,000).
- Project will address at least one of the SFTP priorities: improve pedestrian and/or bicycle safety, encourage walking and/or biking, improve transit accessibility, and/or improve mobility for Communities of Concern or other underserved neighborhoods and at-risk populations (e.g., seniors, children, and/or people with disabilities).
- Project is neighborhood-oriented and the scale is at the level of a neighborhood or corridor. The project may be district-oriented for efforts such as district-wide prioritization efforts, provided that the scope is compatible with the proposed funding.

- Project must include a collaborative planning process with community stakeholders.
- Planning project is proposed to be completed in two years.

WHAT SPECIFIC ACTIVITIES AND EXPENSES ARE ELIGIBLE FOR REIMBURSEMENT?

Direct costs must be used only for planning-related activities. Eligible costs include: community surveys, data gathering and analysis, community meetings, charrettes, focus groups, planning and technical consultants, outreach assistance provided by community-based organizations, developing prioritized action plans, conceptual or 30% design drawings, cost estimates, and bilingual services for interpreting and/or translation services for meetings. Further details on eligible expenses are included in the Prop K Standard Grant Agreement that will be executed by the Transportation Authority and the Prop K grant recipient.

Project Initiation and Scoping

WHERE DO NTIP PLANNING IDEAS COME FROM?

The NTIP sets aside Prop K funds for each district supervisor to direct funds to one or more community-based, neighborhood-scale planning efforts in the next five years. Ultimately, the district supervisor (acting in his/her capacity as a Transportation Authority Board commissioner) will recommend which project(s) will be funded with an NTIP planning grant. All projects must be consistent with the adopted guidelines.

Anyone can come up with an NTIP planning grant idea, including, but not limited to, a District Supervisor, agency staff, a community-based organization, or a community member. There is no pre-determined schedule or call for projects for the NTIP planning grants. Rather, each Transportation Authority Board member will contact the Transportation Authority's NTIP Coordinator when s/he is interested in exploring NTIP proposals. Board members may already have an idea in mind, seek help from agency staff in generating ideas, or solicit input from constituents and other stakeholders. See below for how these ideas are vetted and turned into NTIP planning grants.

HOW DOES AN IDEA DEVELOP INTO AN NTIP PLANNING GRANT?

INITIATING A REQUEST: The District Supervisor initiates the process by contacting the Transportation Authority's or SFMTA's NTIP Coordinator with a planning proposal, a request to help identify potential planning project ideas, or to help with a formal or informal call for projects for his or her respective district.

The Transportation Authority and the SFMTA have designated NTIP Coordinators who will work collaboratively to implement the NTIP Planning grant program. The NTIP Coordinators will work with the District Supervisor and any

relevant stakeholders throughout the NTIP planning proposal identification and initial scoping process. They will be responsible for seeking input from appropriate staff within their agencies, as well as from other agencies depending on the particular topic.

VETTING IDEAS AND SCOPING: Once contacted by a District Supervisor, the SFCTA and SFMTA NTIP Coordinators will establish a dialogue with the relevant District Supervisor and agency staff to develop an understanding of the particular neighborhood’s needs and concerns that could be addressed through a planning effort, to evaluate an idea’s potential for addressing identified issues, and to explore whether complementary planning or capital efforts are underway, in the pipeline, or have already occurred.

This step in the process is necessarily iterative and collaborative in nature. It involves working with the District Supervisor to identify an eligible NTIP planning proposal and reaching agreement on the purpose and need, what organization will lead/support the effort, developing a summary scope, identifying desired outcomes and/or deliverables, and preparing an initial cost estimate and funding plan.

NTIP planning grant funds are modest, but a great deal can be accomplished depending on how the planning effort is scoped and how it leverages other resources (e.g., existing plans, staff, other fund sources, concurrent planning and design efforts, etc.). The checklist shown in Table 1 reflects elements that are typically necessary to support a strong NTIP planning proposal.

As the project scope begins to solidify, another key aspect to address is determining the lead agency and identifying the roles of other agencies and stakeholders that need to be involved. The SFCTA and SFMTA NTIP Coordinators will assist with this effort, which requires consideration of mul-

iple factors such as how well the NTIP planning proposal matches an agency’s mission and goals, and current priorities; staff resource availability during the proposal timeframe; and availability of consultant resources to address staff resource constraints. The Transportation Authority is willing to provide access to its on-call consultants to assist with NTIP planning efforts if that is found to be a viable approach to a particular planning proposal.

Agreeing upon the lead agency and the timing of the planning effort are important outcomes of the scoping phase. Based on prior experience and feedback from project sponsors, it is clear that implementation agency participation in the project initiation and scoping process and involvement in some form in the planning effort (from leading the effort to strategically providing input and reviewing key deliverables) helps ensure that the recommendations stemming from the study will be prioritized sooner rather than later in that agency’s work program.

DEVELOPING A PROJECT CHARTER: Once an idea for an NTIP planning proposal has become more refined, the NTIP Coordinators will assist the lead agency with development of a project charter. The intent of the charter is to document agreements reached regarding the project’s purpose, scope, schedule, budget, funding plan, and the responsibilities of all participants. It may also include references to other relevant information such as agreements to exclude certain items from the scope, target milestones that need to be met to allow coordination with another project, or key risk factors that may be beyond the parties’ control.

Sponsors may use their own project charter template or the NTIP Project Charter template, as long as they have substantially the same information.

Concurrent with development of the project charter, the lead agency (or the grant recipient if it is a different entity) should prepare a Prop K allocation request (See next section).

REQUESTING ALLOCATION OF FUNDS: The designated grant recipient needs to complete a Prop K allocation request form that builds off of the project charter and details the agreed-upon scope, schedule, cost and funding plan for the project. Transportation Authority staff will review the allocation request to ensure completeness. Once it is finalized the funding request will go through the next monthly Transportation Authority Board cycle for approval. This involves review and action by the Citizens Advisory Committee, Plans and Programs Committee, and Transportation Authority Board.

What are the grant award terms?

All NTIP planning projects must adhere to the Prop K Strategic Plan policies and the requirements set forth in the Prop K Standard Grant Agreement. (see a sample SGA²). The sections below highlight answers to a few commonly asked questions.

Table 1.

Checklist for Developing a Strong NTIP Planning Grant Proposal

Does your planning proposal have...?

- ✓ Clear purpose/need statement and goals
- ✓ Clear list of deliverables/outcomes
- ✓ Well-defined scope, schedule, and budget
- ✓ Clear and diverse community support
- ✓ Coordination with other relevant planning efforts
- ✓ Inclusive community engagement strategy
- ✓ Community of Concern or underserved community focus
- ✓ Appropriate funding/leveraging commensurate with proposed scope
- ✓ Implementation model (lead agency; agency and community roles defined)

² www.sfcta.org/sites/default/files/content/Programming/SGA_Sample.pdf

ARE THERE TIMELY USE OF FUNDS DEADLINES?

Planning efforts must be completed within two years of the grant award. If a grant recipient does not demonstrate adequate performance and timely use of funds, the Transportation Authority may, after consulting with the project sponsor and relevant District Supervisor, take appropriate actions, which can include termination or redirection of the grant.

WHAT ARE THE MONITORING, REPORTING, AND ATTRIBUTION REQUIREMENTS?

NTIP planning grants will be subject to the same monitoring, reporting and attribution requirements as for other Prop K grants. Requirements are set forth in the Prop K Standard Grant Agreement and include items such as including appropriate attribution on outreach fliers and reports, preparing quarterly progress reports, and submitting a closeout report upon project completion.

Upon completion of each planning project, project sponsors will report to the Transportation Authority Board on key findings, recommendations, and next steps, including implementation and funding strategy. The Board will accept or approve the final report for the NTIP planning grant.

How do I get more information?

Visit the Transportation Authority's website at:

www.sfcta.org/ntip

Or contact one of the NTIP coordinators:

Transportation Authority:

Anna LaForte, 415.522.4805, anna.laforte@sfcta.org

SFMTA:

Craig Raphael, 415.701.4276, craig.raaphael@sfmta.com

NTIP Planning Grant process Flow-chart



The NTIP is funded by grants of Proposition K local transportation sales tax funds.



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Geneva-Harney Bus Rapid Transit Feasibility Study Project Update



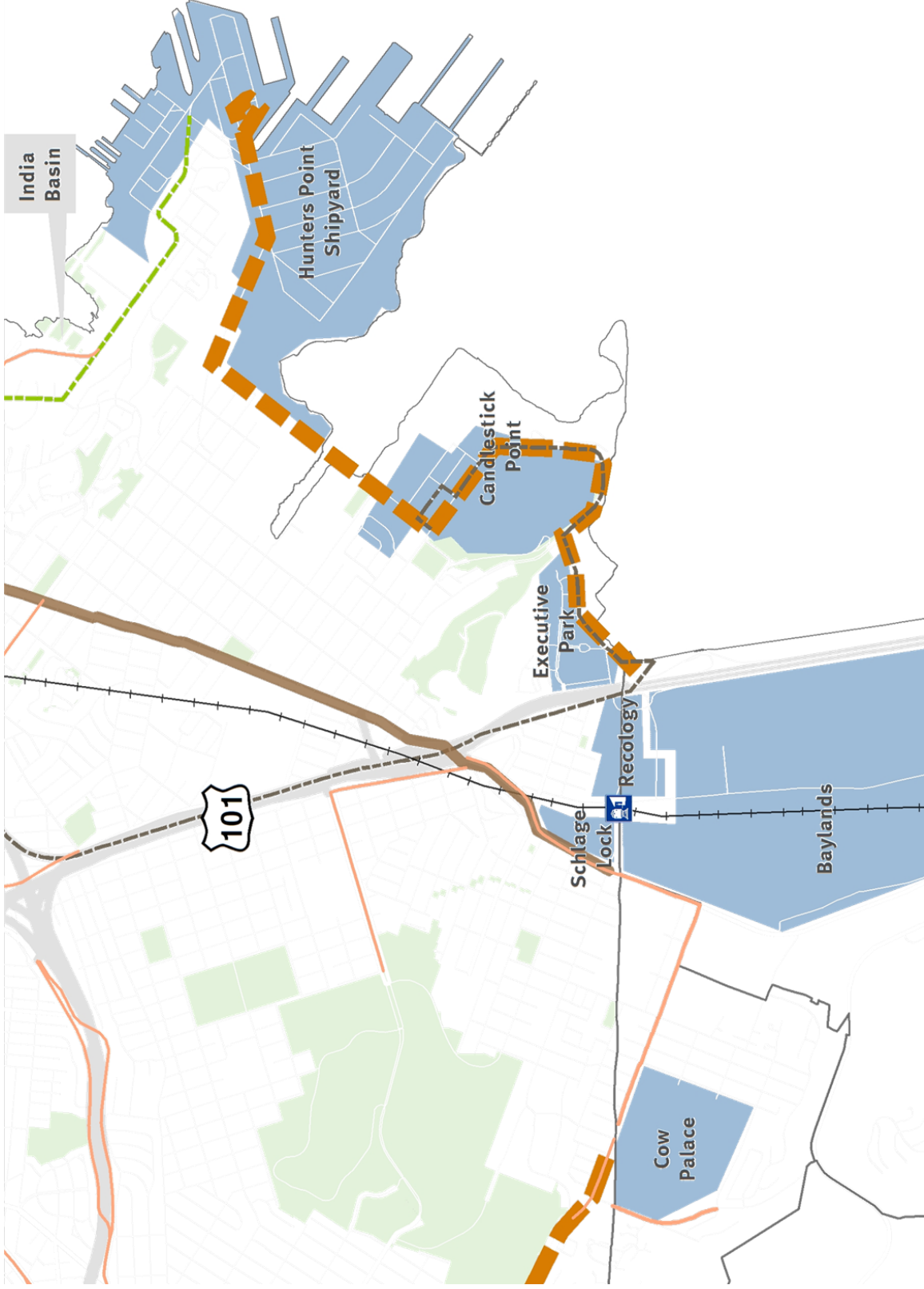
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Plans and Programs Committee

October 7, 2014

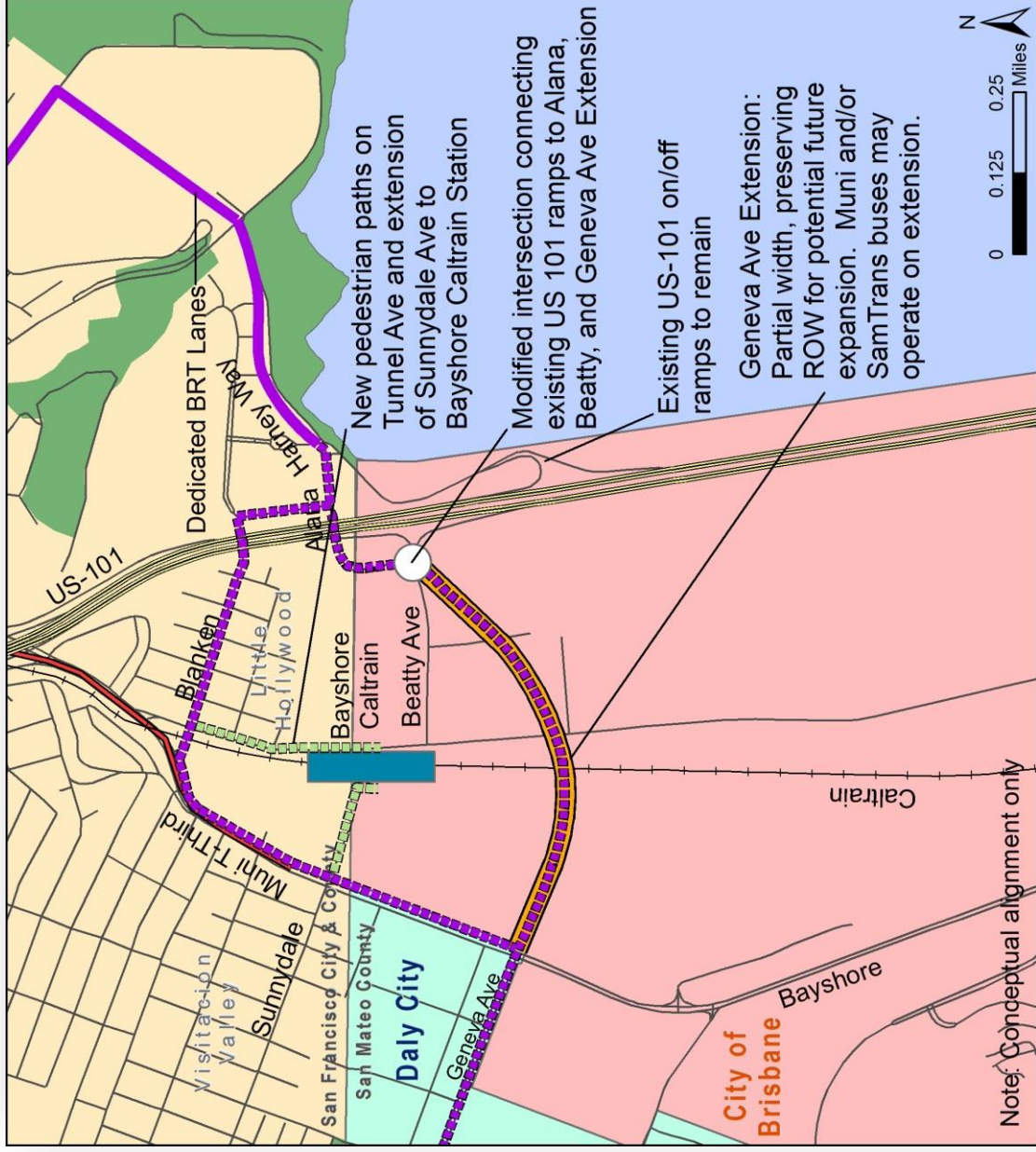
Project Area

Project Area > Purpose > Demand Analysis > Alternatives Analysis > Outreach > Next Steps



Purpose

Project Area > Purpose > Demand Analysis > Alternatives Analysis > Outreach > Next Steps



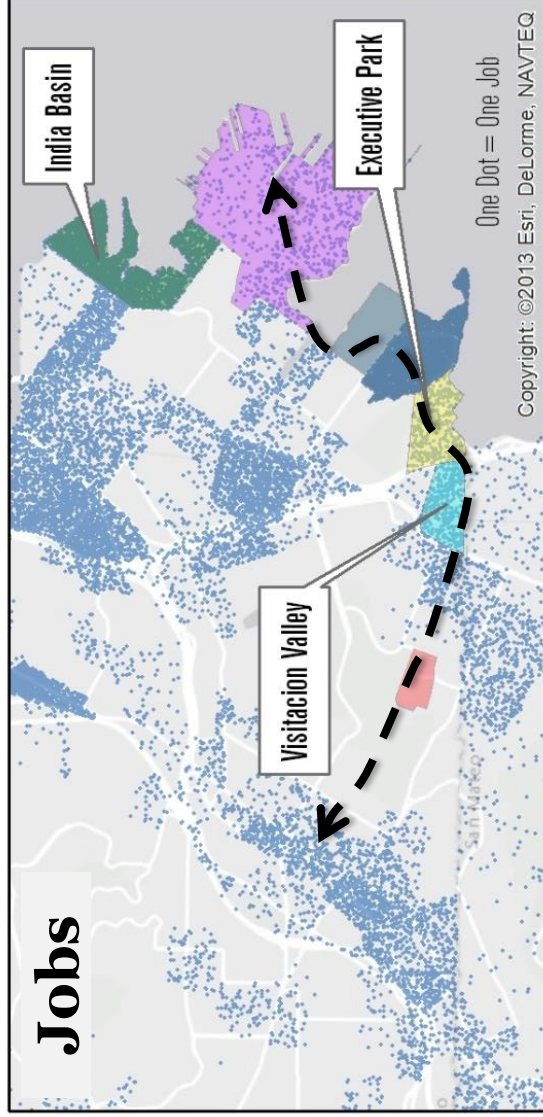
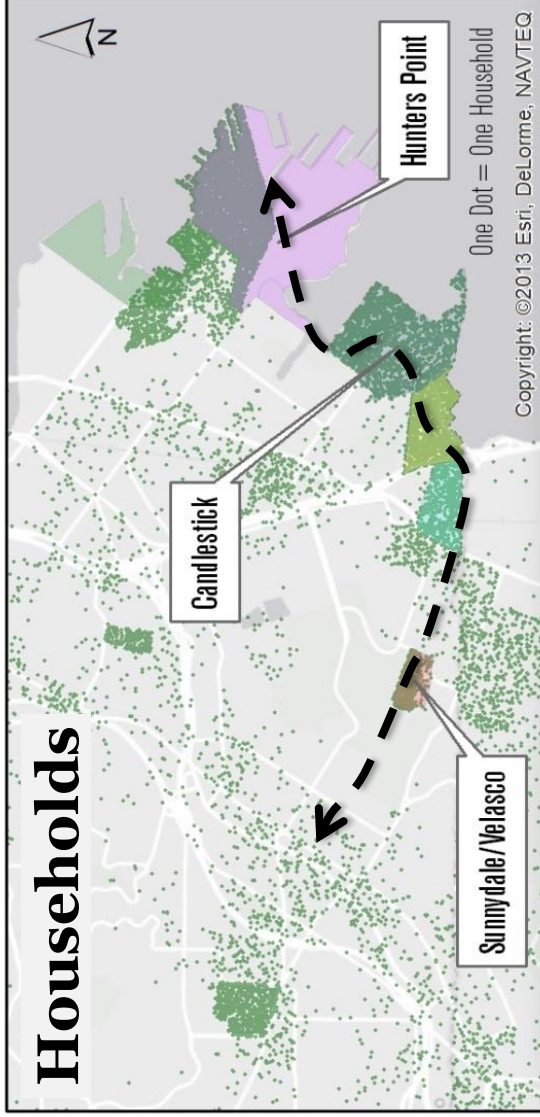
Priority Projects: Bi-County Transportation Study

- ▲ Geneva-Harney
Bus Rapid Transit
Line
- ▲ Geneva Avenue
Extension



Demand Analysis

Project Area > Purpose > Demand Analysis > Alternatives Analysis > Outreach > Next Steps



High development concentration along corridor

▲ Poor existing access across US-101

▲ Geneva BRT creates new east-west connections



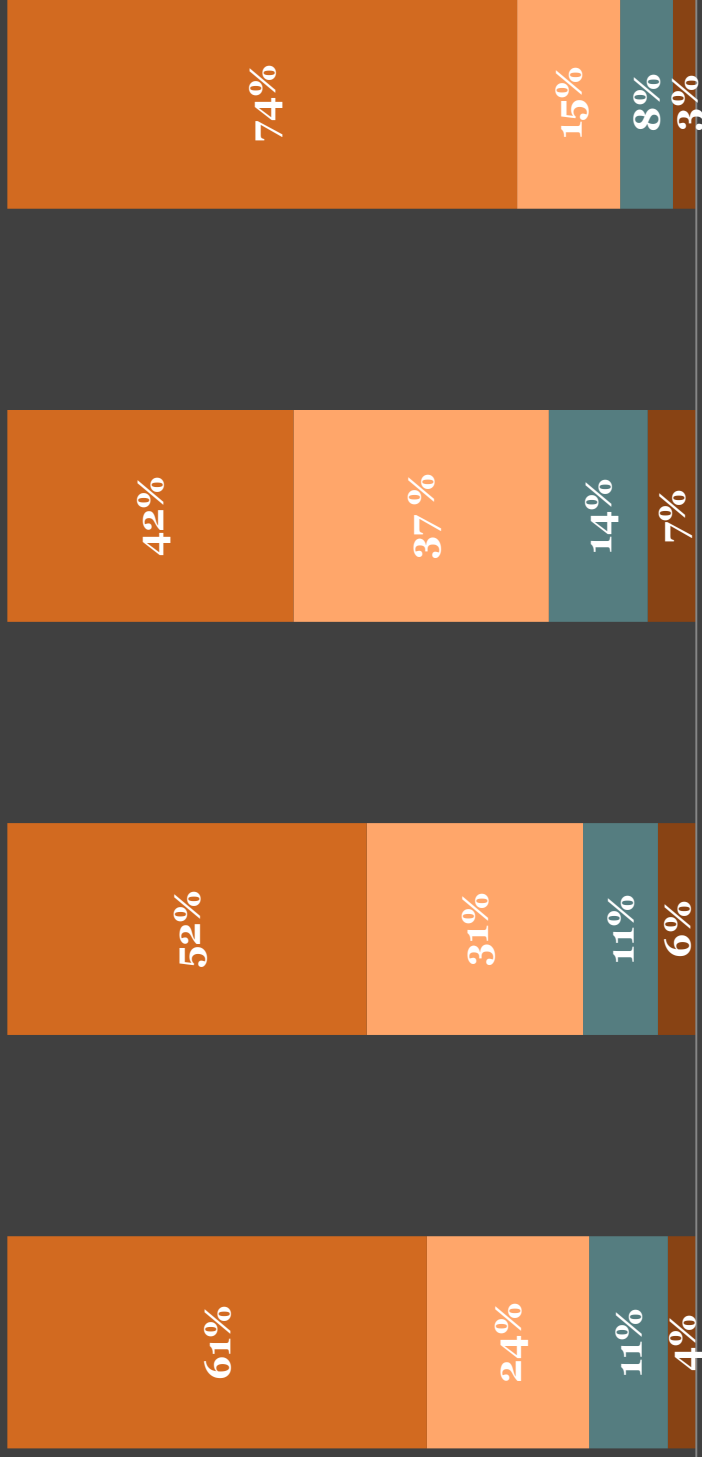
Demand Analysis

Project Area > Purpose > Demand Analysis > Alternatives Analysis > Outreach > Next Steps

Baseline New Trips Mode Share (Difference Between Today and 2020)

■ Bike
 ■ Walk
 ■ Transit
 ■ Vehicle

34% growth in corridor-wide tripmaking = 40,000 new trips



Geneva Corridor

Southeast

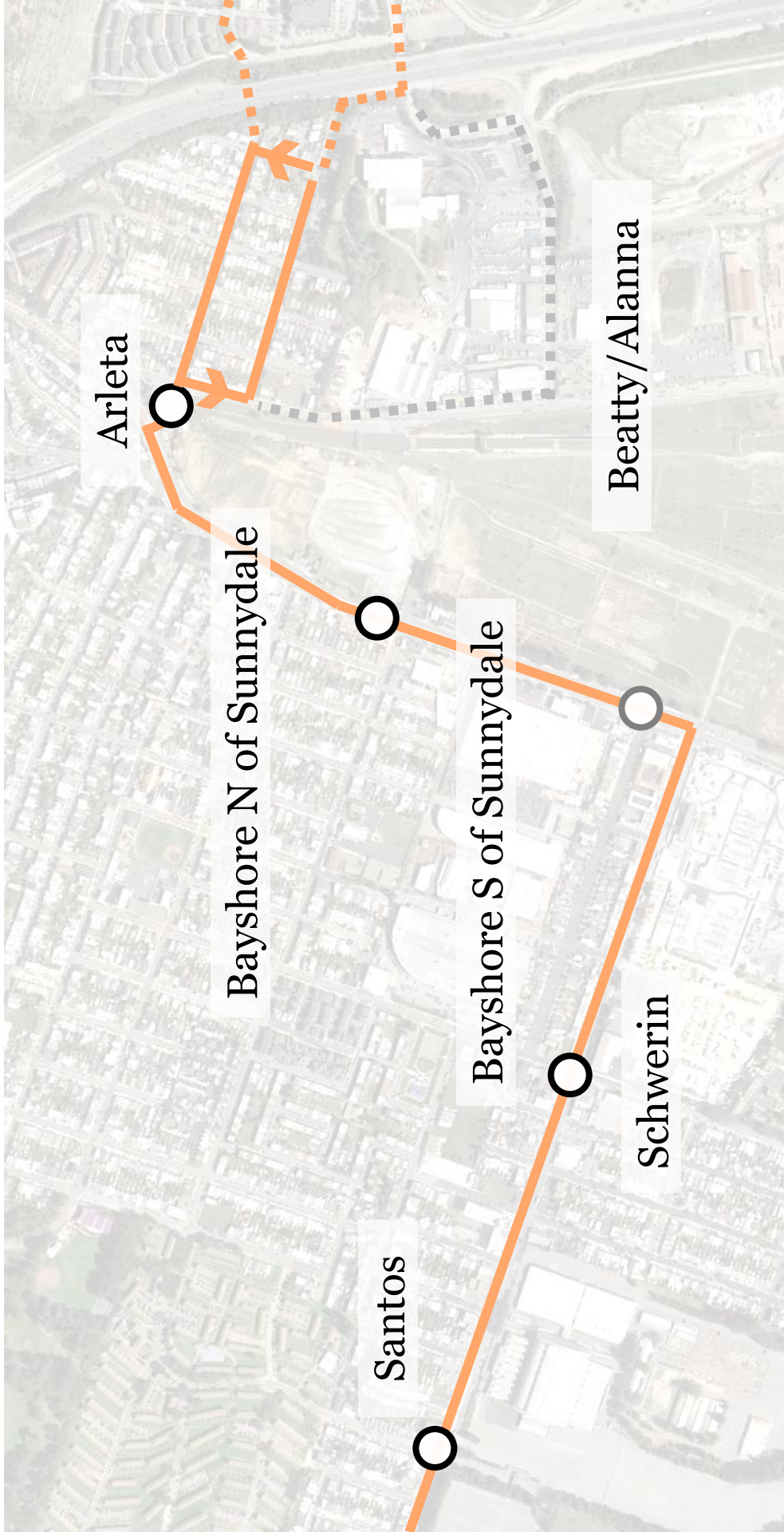
San Francisco &
San Mateo

Bay Area



Alternatives Analysis

Project Area > Purpose > Demand Analysis > Alternatives Analysis > Outreach > Next Steps



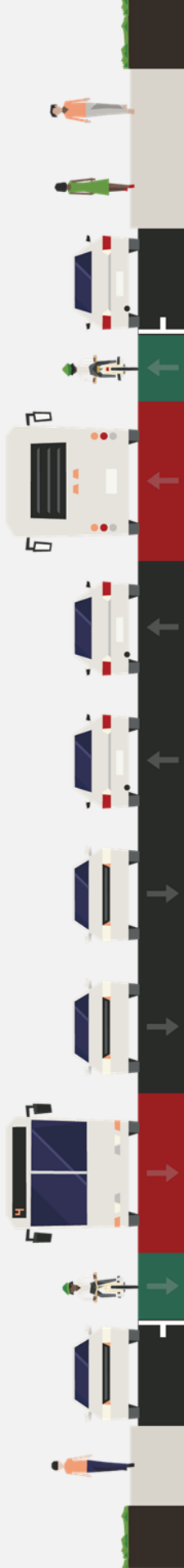
Alternatives Analysis

Project Area > Purpose > Demand Analysis > Alternatives Analysis > Outreach > Next Steps



4-Lane+Transit Option

- + travel lane
- narrow bicycle lane
- bus+bike interactions



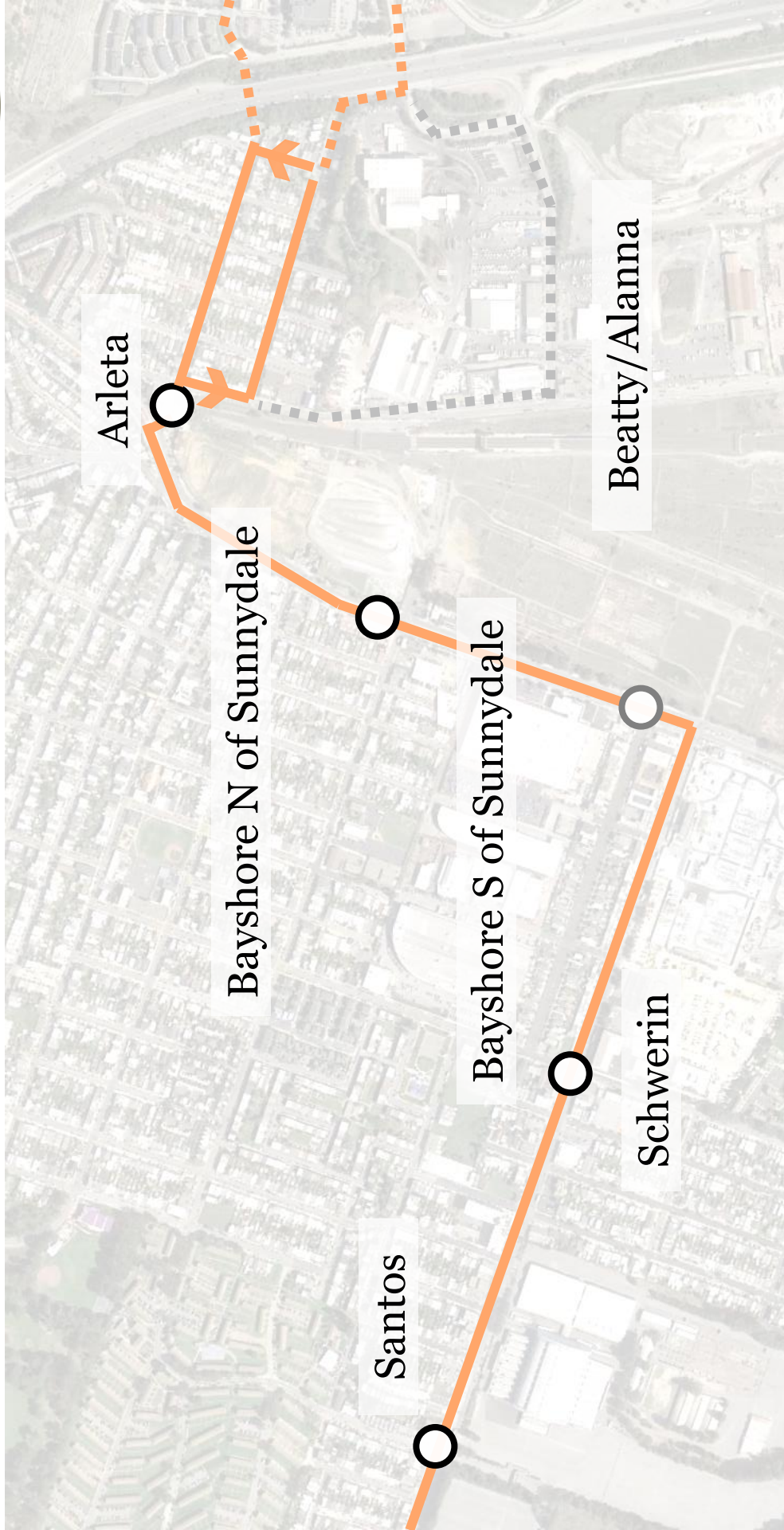
2-Lane+Transit Option

- + wider sidewalk
- + buffered bicycle lane
- travel lane



Alternatives Analysis

Project Area > Purpose > Demand Analysis > Alternatives Analysis > Outreach > Next Steps



Outreach

Project Area > Purpose > Demand Analysis > Alternatives Analysis > Outreach > Next Steps

Round 1:

Stakeholder
Outreach

Summer 2014

- ▶ One-on-one meetings with community leaders

Round 2:

Community
Workshops &
Roadshow

- ▶ **Thurs Oct 23**
6-8PM, Bret Harte
Elementary School
1035 Gilman Ave, SF
- ▶ **Sat Oct 25**
11-1PM, Bayshore
Community Center
450 Martin St, Daly City
- ▶ TBD, Chinese language
workshop

Round 3:

Findings &
Recommendations

Feb 2015

- ▶ Community workshops
- ▶ Roadshow to community groups



Next Steps

Project Area > Purpose > Demand Analysis > Alternatives Analysis > Outreach > Next Steps

Alternatives Analysis & Refinement

Dec 2014

- ▶ Geneva Avenue configuration
- ▶ Blanken Avenue configuration

Light Rail Study

Jan 2015

- ▶ Examining T-Third extension on Bayshore, Geneva to Balboa Park
- ▶ Fatal flaw analysis

Final Report

Mar 2015

- ▶ What we heard / what we did
- ▶ Direction for next phase of project development



Ongoing community meetings



Questions?

genevabrt@sfcta.org

genevabrt.org



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Plans and Programs Committee

October 7, 2014