



# AGENDA

## PLANS AND PROGRAMS COMMITTEE Meeting Notice

**Date:** 10:00 a.m., Tuesday, November 18, 2014  
**Location:** Room 263, City Hall  
**Commissioners:** Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

**CLERK: Steve Stamos**

	Page
1. Roll Call	
2. Citizens Advisory Committee Report – INFORMATION*	5
<b>Consent Calendar</b>	
3. Approve the Minutes of the October 7, 2014 Meeting – ACTION*	9
4. Recommend Allocation of \$6,795,385 in Prop K Funds, with Conditions, for Eleven Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules and Amendment of the Relevant 5-Year Prioritization Programs – ACTION*	13
<p>As summarized in Attachments 1 and 2, we have eleven requests totaling \$6,795,385 in Prop K funds to present to the Plans and Programs Committee for approval. Attachment 3 summarizes our recommendations. The Peninsula Corridor Joint Powers Board (PCJPB or Caltrain) has requested \$3.8 million for San Francisco's Fiscal Year 2014/15 member contribution for six state-of-good-repair projects, including construction of the Quint Street Bridge Replacement. Caltrain has also requested funds for unanticipated construction management costs for bicycle parking facility improvements that will increase storage capacity at the 4<sup>th</sup> and King station (\$20,000). The San Francisco Municipal Transportation Agency (SFMTA) has requested Prop K funds to expand its participation in the Geneva-Harney Bus Rapid Transit Feasibility Study and for follow-on pre-environmental work (\$200,000). SFMTA has also asked for planning and conceptual design funds for the John Yehall Chin Safe Routes to School project (\$40,433), a project that supports Vision Zero and has received a state Active Transportation Planning grant for design. Finally, the Bay Area Rapid Transit District has requested \$2,030,000 to fully fund construction of the Balboa Park Station Eastside Connections project (which received Lifeline Transportation Program funds from the Transportation Authority) and San Francisco Public Works has requested \$701,886 to construct Chinatown Broadway Phase IV (a OneBayArea Grant project that will complete streetscape improvements between Columbus Avenue and the Broadway Tunnel). <b>We are seeking a recommendation to allocate \$6,795,385 in Prop K funds, with conditions, for eleven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of the relevant 5-Year Prioritization Programs.</b></p>	
<b>End of Consent Calendar</b>	
5. San Francisco Transportation Plan and Plan Bay Area Updates – INFORMATION*	25

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 (SFTP). We plan to take a similar approach to MTC in that the SFTP 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 SFTP are already underway such as the San Francisco Bay Area Core Capacity Transit Study, Freeway Corridor Management Strategy and Neighborhood Transportation Improvement Program. The SFTP update will incorporate the findings from these efforts and others. Coordinated quadrennial updates of the RTP/SCS and the SFTP are consistent with the intent of MTC's recently adopted countywide transportation plan guidelines and are one of our core functions as Congestion Management Agency. We will provide a brief overview of the updates at the Committee meeting and plan to return in the coming months with more detailed presentations, including an outreach strategy and how we are coordinating with the many local and regional partners on these efforts. **This is an information item.**

**6. BART Vision Update – INFORMATION\***

**35**

BART's Vision Study is a high-level analysis that will be used to inform discussions on BART priorities for future investments in state of good repair, capacity and expansion. The study purpose focuses on how BART can support the region's vision (e.g. as articulated in PlanBayArea) and as such, seeks to engage regional stakeholders and to advise the BART Board. BART staff has been working on the BART vision study over the past year and a half, focusing in particular on whittling down a large pool of potential candidate expansion project concepts to a smaller list of projects that may be recommended for further study. At the November Plans and Programs Committee meeting, Ellen Smith, Acting Manager for Strategic and Policy Planning at BART, will provide an update on the BART Vision process. The study findings are scheduled to be presented to the BART Board in December. Some of those finding will likely feed into the San Francisco Bay Area Core Capacity Transit Study which is being led by the Metropolitan Transportation Commission in partnership with BART, AC Transit, the San Francisco Municipal Transportation Agency, and the Transportation Authority. The Core Capacity Study will look at two key corridors – the Transbay and Muni Metro Corridors – and will evaluate short, medium and long-term transit investments and strategies to address existing and forecast capacity constraints serving San Francisco's core. The BART Vision and Core Capacity studies are two of the key transit capacity studies that will feed into the 2017 update of the San Francisco Transportation Plan and PlanBayArea (see prior agenda item). **This is an information item.**

**7. Major Capital Projects Update – Islais Creek Maintenance Facility – INFORMATION**

**)%**

The Islais Creek Maintenance Facility represents the first new San Francisco Municipal Transportation Agency (SFMTA) rubber-tire vehicle maintenance facility in the last 60 years. The project includes a fuel-and-wash building, a 65,000-square-foot motor coach maintenance and operations building, administration building, bus storage, and land acquisition. The facility will service 40- and 60-foot-long motor coaches. The facility will also be able to provide maintenance for the Van Ness Avenue Bus Rapid Transit fleet. The current budget is \$126.8 million making it one of the largest SFMTA facility projects that is receiving Prop K local transportation sales tax funds. Phase I of the project, which included sitework, bus storage, the fuel-and-wash building and the administration building, was completed in early 2013 and is now operational. Redesign work on Phase II, the maintenance building, was completed in September under an agreement with San Francisco Public Works for design and development of the contract documents. SFMTA advertised for bids for Phase II on October 10, 2014, with bids due on December 1, 2014. Substantial completion is scheduled for January 2017. **This is an information item.**

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

**9. Public Comment**

**10. Adjournment**

### \* Additional materials

---

Please note that the meeting proceedings can be viewed live or on demand after the meeting at [www.sfgovtv.org](http://www.sfgovtv.org). To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26. Assistive listening devices for the Legislative Chamber are available upon request at the Clerk of the Board's Office, Room 244. Assistive listening devices for the Committee Room are available upon request at the Clerk of the Board's Office, Room 244 or in the Committee Room. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability.

The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 5, 6, 9, 19, 21, 47, 49, 71, and 71L. For more information about MUNI accessible services, call (415) 701-4485.

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

In order to assist the Transportation Authority's efforts to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products. Please help the Transportation Authority accommodate these individuals.

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

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; telephone (415) 252-3100; fax (415) 252-3112; website [www.sfethics.org](http://www.sfethics.org).



**This Page Intentionally Left Blank**



# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

October 22, 2014 MEETING

### 1. Committee Meeting Call to Order

The meeting was called to order by Chair Glenn Davis at 6:04 p.m. CAC members present were, Myla Ablog, Glenn Davis (Chair), Brian Larkin, Angela Minkin, Eric Rutledge, Jacqueline Sachs, Raymon Smith, Peter Tannen, and Wells Whitney. Transportation Authority staff members present were Anna LaForte, Seon Joo Kim, Steve Rehn, and David Uniman.

### 2. Chair's Report – INFORMATION

Chair Davis welcomed Raymon Smith to the Citizens Advisory Committee (CAC). Mr. Smith spoke on the need to improve conditions for seniors and persons with disabilities in District 6, as well as the need to focus on quality of life issues. Mr. Smith talked about his experiences serving on various other committees and added he would like to discuss how Delegated Allocation Authority could benefit the Transportation Authority in the future.

### Consent Calendar

#### 3. Approve the Minutes of the October 1, 2014 Meeting – ACTION

Jacqueline Sachs stated that Chair Davis called the meeting to order at the October 1, 2014 CAC meeting and not Peter Tannen, as indicated in the meeting minutes. Staff agreed to correct the minutes.

#### 4. State and Federal Legislative Update – INFORMATION

#### 5. Cycle 4 Lifeline Transportation Program Update – INFORMATION

There was no public comment.

**Angela Minkin moved to approve the consent calendar with the minutes as amended. Raymon Smith seconded the motion.**

**The motion was approved unanimously.**

### End of Consent Calendar

#### 6. Adopt a Motion of Support for Allocation of \$6,795,385 in Prop K Funds, with Conditions in Prop K Funds, with Conditions, for Eleven Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

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

Jacqueline Sachs asked if the Geneva-Harney Bus Rapid Transit (BRT) study would consider the existing public housing development. David Uniman, Deputy Director for Planning, responded that the study would consider the public housing development. Mr. Uniman stated the study included a comprehensive baseline analysis of all types of housing, jobs and transit service in the area, as well as near-term and long-term scenarios of existing and future housing.

Brian Larkin asked if the mid-life overhaul of the Caltrain locomotives would be considered a capital or operating and maintenance cost. Peter Skinner, Senior Grants Analyst at Caltrain, stated the project would be a capital cost because the mid-life overhaul would involve replacement of engines and rebuilding the vehicle to as-new condition. Anna LaForte, Deputy Director for Policy and Programming, added that overhauls were an allowable use of Federal Transit Administration capital funds for vehicle procurement or rehabilitation.

Raymon Smith asked when the Balboa Park Station Eastside Connections project had been identified in a plan for prioritization. Ms. LaForte stated the project had been in the planning pipeline for many years and there were numerous capital projects and plans in the area. Ms. LaForte added the project was recommended for the Lifeline Transportation Program funding in 2010 by the Transportation Authority Board. Ms. LaForte stated the San Francisco Municipal Transportation Agency (SFMTA) was also constructing improvements in the station area and that the Bay Area Rapid Transit District had completed the Westside Connections project. Ms. LaForte added that Transportation Authority staff would follow up with Mr. Smith on recommendations of the Balboa Park Circulation Study. Angela Minkin added the Balboa Park Citizen Advisory Committee provided feedback to city agencies regarding projects in the area.

**Angela Minkin moved to approve this item, and Wells Whitney seconded the motion.**

During public comment, Roland Lebrun noted that the memo attachment for the agenda item listed a different request amount for the Geneva-Harney BRT project than the table of contents for the packet enclosure. Mr. Lebrun also noted the planned location of the 2024 Olympic Stadium would be adjacent to the Geneva-Harney BRT, and the Transportation Authority could seek funding from preparations for the Olympics instead of Prop K.

**The motion was approved unanimously.**

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

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

Jacqueline Sachs asked for clarification on the abbreviation WETA. David Uniman responded WETA was the Water Emergency Transportation Authority.

Raymon Smith asked what degree of coordination occurred between agencies for capital projects and how agencies would notify the public of construction projects. Anna LaForte stated that implementing agencies distributed project notices prior to construction. Frank Markowitz, Senior Transportation Planner at the SFMTA, stated city agencies used the Envista software to coordinate and map all upcoming utility and transportation projects as well as construction moratoriums. Mr. Markowitz added the San Francisco Public Works had five-year paving programs, but acknowledged that city agencies could coordinate more effectively. Mr. Smith stated he would follow up with Mr. Markowitz.

During public comment, Edward Mason stated San Francisco should lobby surrounding cities to accept additional housing growth, as southern cities not creating housing would create commuter shuttle impacts in San Francisco.

Roland Lebrun asked if the Transportation Authority had additional information on Regional Measure 3, a potential toll increase on Bay Area state-owned toll bridges that was assumed in Plan Bay Area. Anna LaForte responded the Metropolitan Transportation Commission was conducting polling on the next phase of bridge tolls and there was currently no proposed legislation for the measure.

Chair Davis asked if the San Francisco Transportation Plan would address the housing and

transportation linkage. Anna LaForte stated Senate Bill 375 linked housing and transportation planning and funding. Ms. LaForte added San Francisco would be disproportionately supporting future housing and jobs in the region, therefore San Francisco would advocate for receiving additional transportation funding.

#### **8. Major Capital Projects Update – Islais Creek Maintenance Facility – INFORMATION**

Luis Zurinaga, Project Management Oversight Consultant for the Transportation Authority, presented the item per the staff memorandum.

Jacqueline Sachs asked if the Islais Creek Maintenance Facility would replace the Kirkland facility. Mr. Zurinaga responded the facility initially was intended to replace the Kirkland facility, but the SFMTA conducted a facilities study and found the Kirkland facility would be needed in the future. Ms. Sachs asked what bus routes would operate from the Islais Creek facility. Mr. Zurinaga responded the SFMTA would decide route choices for buses based on which routes were in proximity to the facility.

Raymon Smith asked if the facility would need to accommodate longer buses in the future. Mr. Zurinaga stated the SFMTA Transit Fleet Management Plan did not include buses longer than 60 feet. Mr. Zurinaga added that 80-foot buses would require two articulation points and would present navigation issues on San Francisco streets.

Chair Davis asked for clarification on the funding plan. Mr. Zurinaga stated all funding sources were committed except the General Obligation bond funds, which he said would be on the November ballot. Mr. Davis asked if costs would escalate further after the start of construction, as they had in Phase 1. Mr. Zurinaga responded that Phase 1 of the project only expended 90% of the budget, and he did not expect additional cost increases in Phase 2.

Eric Rutledge asked if the pending Prop A would authorize the General Obligation Plan funds for this project. Mr. Zurinaga responded affirmatively.

Angela Minkin asked if the CAC would have the opportunity to provide input when Prop K funds were requested for this project. Anna LaForte responded affirmatively. Ms. LaForte added the CAC approved Transportation Fund for Clean Air funds for the project, but the funding plan also included revenues not programmed by the Transportation Authority.

There was no public comment.

#### **9. Introduction of New Business – INFORMATION**

Jacqueline Sachs requested project updates for the Transbay Transit Center, Central Subway, and Presidio Parkway.

There was no public comment.

#### **10. Public Comment**

Edward Mason expressed the need for further enforcement of the commuter shuttle program. Mr. Mason stated shuttles traveled on Guerrero Street, which had a 3-ton weight restriction. Mr. Mason added that certain shuttle companies subcontract to other providers which do not pay program fees and stop at non-designated locations.

Wells Whitney stated the shuttles allow workers to not drive, thereby decreasing congestion, but agreed better regulation may be needed.

Myla Ablog noted a University of California Berkeley study found employees would live closer to their workplace if commuter shuttles were not available. Ms. Ablog stated an environmental

review should have been conducted before approving the shuttle policy. Ms. Ablog added that if San Francisco was to accommodate a disproportionate number of employees living in the city, the city would need to spend a disproportionate amount on transportation.

Chair Davis requested an update on the commuter shuttle program as an information item at the December or January CAC meeting.

Roland Lebrun stated that San Francisco's commuter shuttle services were similar to the situation in the United Kingdom thirty to forty years ago. Mr. Lebrun suggested the private sector could be a much stronger transit funding partner for the City, as it had become in the U.K.

## **11. Adjournment**

The meeting was adjourned at 7:04 p.m.





# DRAFT MINUTES

## PLANS AND PROGRAMS COMMITTEE

Tuesday, October 7, 2014

### 1. Roll Call

Chair Mar called the meeting to order at 10:41 a.m. The following members were:

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

**Absent at Roll Call:** Commissioners Kim (entered during Item 5) and Campos (2)

### 2. Approve the Minutes of the September 16, 2014 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Breed, Mar and Yee (3)

Absent: Commissioners Campos and Kim (2)

Before adjournment, Commissioner Kim moved to rescind the vote taken in her absence. Commissioner Yee seconded the motion. The motion was approved without objection by the following vote:

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

Absent: Commissioner Campos (1)

The minutes were approved without objection by the following vote:

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

Absent: Commissioners Campos (1)

### 3. Citizen Advisory Committee Report – INFORMATION

Maria Lombardo, Chief Deputy Director, reported that Brian Larkin, Citizens Advisory Committee (CAC) member, was present at the scheduled start time of 9:30 a.m. but was unable to be present for the rescheduled start time of 10:30 a.m. Ms. Lombardo reported that at its October 1 meeting, the CAC considered and unanimously passed Items 5, 6 and 7 from the agenda, with a few questions raised on Item 5. She stated that she would address these questions during today's presentation.

There was no public comment.

### 4. 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.

Chair Mar asked whether Chair Avalos had requested that this item be continued.

Tilly Chang, Executive Director, reported that since Chair Avalos was in the process of reviewing candidates, one option would be to forward the item to Board without recommendation, to allow time to finalize the process without delaying the action.

There was no public comment.

Commissioner Yee moved to forward the item to Board without recommendation, seconded by Commissioner Breed. The motion to forward the item without recommendation was approved by the following vote:

Ayes: Commissioners Breed, Mar and Yee (3)

Absent: Commissioners Campos and Kim (2)

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**

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

Commissioner Yee asked for clarification on the total amount of Prop K funds for the Light Rail Vehicle Procurement project. Ms. Lombardo responded the \$131 million in Prop K funds would help fund the first four notices to proceed, and was the subject of the current request, but the total Prop K contribution would be \$158 million for the entire base contract.

There was no public comment.

The item was approved without objection by the following vote:

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

Absent: Commissioner Campos (1)

There was no public comment.

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**

Items 6 and 8 were called together.

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

Tilly Chang, Executive Director, presented on the Treasure Island Mobility Management Program portion of Item 6 per the staff memorandum and on Item 8.

Chair Mar requested clarification on the completion date for the Western Addition Community-Based Transportation Plan. Mr. Rathmann responded the project would be completed by the end of 2015.

Commissioner Breed expressed concerns regarding tolling Treasure Island and the impact on low-income residents. Ms. Chang responded the Transportation Authority was aware of the concerns and would analyze a discount and exemption policy for low-income residents. Commissioner Breed requested information regarding outreach to the Treasure Island community. Ms. Chang stated the study had conducted outreach and would continue to conduct

outreach to residents, workers, Treasure Island Job Corps, and community representatives. Commissioner Breed asked if tolling would still be proposed. Ms. Chang responded tolling was a component to support the island's development, and the development agreement called for a form of demand management to complement and fund needed transit service. Commissioner Breed commented transportation onto and from the island was difficult, and expressed concern about tolling given the inadequate transit. Ms. Chang stated the plan would be to dramatically increase transit service to and from the island, including new bus service for Muni and Alameda-Contra Costa Transit and new ferry service. Ms. Chang added the plan would introduce new transit service with the introduction of a toll so that travel options would be available.

Chair Mar asked if the study would make recommendations regarding tolling when large events would be held on the island. Ms. Chang stated the policy would consider if events occurred during the weekend or the mid-day, but users would not be priced if there would be no congestion. Chair Mar expressed his shared concern with Commission Breed regarding tolling impacts on low-income residents.

Chair Mar asked when the Shared Roadway Bicycle Markings (Sharrows) project would begin installing sharrows. Mr. Rathmann stated the San Francisco Municipal Transportation Agency anticipated the project would begin installing sharrows in the summer of 2015 and the project would be completed by the end of 2015. Chair Mar stated the sharrows would be installed near Golden Gate Park and expressed support for the project improving access to the park. Chair Mar added there had been advocacy to improve bicycle access to the park, and stated the project would improve bicycling through the park.

There was no public comment.

The item was approved without objection by the following vote:

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

Absent: Commissioner Campos (1)

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

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

There was no public comment.

The item was approved without objection by the following vote:

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

Absent: Commissioner Campos (1)

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

Item 8 was called with Item 6. See minutes under Item 6.

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

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

There was no public comment.

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

David Uniman, Deputy Director for Planning, noted that the Metropolitan Transportation Commission's and the Association of Bay Area Governments' update of the Regional Transportation Plan/Sustainable Communities Strategy was underway, with a call for projects in 2015 and completion anticipated by 2017. He said that the Transportation Authority would be helping to prioritize San Francisco's projects through an update of the San Francisco Transportation Plan. He added that staff would provide the Plans and Programs Committee with a presentation at its next meeting.

There was no public comment.

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

There was no public comment.

**12. Public Comment**

There was no public comment

**13. Adjournment**

The meeting was adjourned at 11:33 a.m.



# Memorandum

**Date:** 11.03.14 **RE:** Plans and Programs Committee  
November 18, 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 *TJC*

**Subject:** **ACTION** – Recommend Allocation of \$6,795,385 in Prop K Funds, with Conditions, for Eleven Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules and Amendment of the Relevant 5-Year Prioritization Programs

## Summary

As summarized in Attachments 1 and 2, we have eleven requests totaling \$6,795,385 in Prop K funds to present to the Plans and Programs Committee for approval. Attachment 3 summarizes our recommendations. The Peninsula Corridor Joint Powers Board (PCJPB or Caltrain) has requested \$3.8 million for San Francisco's Fiscal Year 2014/15 member contribution for six state-of-good-repair projects, including construction of the Quint Street Bridge Replacement. Caltrain has also requested funds for unanticipated construction management costs for bicycle parking facility improvements that will increase storage capacity at the 4<sup>th</sup> and King station (\$20,000). The San Francisco Municipal Transportation Agency (SFMTA) has requested Prop K funds to expand its participation in the Geneva-Harney Bus Rapid Transit Feasibility Study and for follow-on pre-environmental work (\$200,000). SFMTA has also asked for planning and conceptual design funds for the John Yehall Chin Safe Routes to School project (\$40,433), a project that supports Vision Zero and has received a state Active Transportation Planning grant for design. Finally, the Bay Area Rapid Transit District has requested \$2,030,000 to fully fund construction of the Balboa Park Station Eastside Connections project (which received Lifeline Transportation Program funds from the Transportation Authority) and San Francisco Public Works has requested \$701,886 to construct Chinatown Broadway Phase IV (a OneBayArea Grant project that will complete streetscape improvements between Columbus Avenue and the Broadway Tunnel). **We are seeking a recommendation to allocate \$6,795,385 in Prop K funds, with conditions, for eleven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of the relevant 5-Year Prioritization Programs.**

## BACKGROUND

We have received eleven requests for a combined total of \$6,795,385 in Prop K funds to present to the Plans and Programs Committee at the November 18, 2014 meeting, for potential Board approval on November 25, 2014. As shown in Attachment 1, the requests come from the following Prop K categories:

- Caltrain Capital Improvement Program
- BART Station Access, Safety and Capacity
- New and Renovated Vehicles – Caltrain
- Rehabilitate/Upgrade Existing Facilities – Caltrain
- Guideways – Caltrain
- Visitacion Valley Watershed
- Traffic Calming

- Bicycle Circulation/Safety
- Transportation/Land Use Coordination

**Caltrain Eligibility:** The Prop K Expenditure Plan approved by the voters in November 2003 included Peninsula Corridor Joint Powers Board (PCJPB or Caltrain) as an eligible recipient of San Francisco transportation sales tax funds. The intent of this change was to help offset the financial burden on the San Francisco Municipal Transportation Agency (SFMTA), which is the agency responsible for providing San Francisco's local match share of Caltrain's capital and operating budgets. Caltrain is also eligible for multiple other categories in the Prop K Expenditure Plan, including a dedicated category for Caltrain Electrification, also known as the Caltrain Early Investment Program (EIP), comprised of the Communications Based Overlay Signal System/Positive Train Control, electrification of the Caltrain line between San Jose and San Francisco, and the purchase of electric-multiple unit (EMU) vehicles to operate on the electrified system.

Every year, Caltrain staff review and rank projects for the annual capital budget, which is subject to extensive review, discussion, and negotiation by the three joint powers board member counties (San Francisco, San Mateo and Santa Clara). This process typically concludes in the fall. To accommodate this process, unallocated funds are programmed in the relevant 5-Year Prioritization Programs (5YPPs) as placeholders rather than as a list of specific projects.

## DISCUSSION

Attachment 1 summarizes the eleven 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.

**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 \$6,795,385 in Prop K funds, with conditions, for eleven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of the relevant 5YPPs.**

## ALTERNATIVES

1. Recommend allocation of \$6,795,385 in Prop K funds, with conditions, for eleven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of relevant 5YPPs, as presented.
2. Recommend allocation of \$6,795,385 in Prop K funds, with conditions, for eleven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of relevant 5YPPs, with modifications.
3. Defer action, pending additional information or further staff analysis.

**CAC POSITION**

The CAC was briefed on this item at its October 22, 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 \$6,795,385 in Fiscal Year 2014/15 Prop K funds, with conditions. The allocations 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 \$6,795,385 in Prop K funds, with conditions, for eleven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of relevant 5YPPs.

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 (11)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Prop K Leveraging		Phase(s) Requested	District
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	7	PCJPB	Railroad Bridge Load Rating	\$ 382,347	\$ -	\$ 1,000,000	69%	62%	Design	6,10
Prop K	7	PCJPB	Rail Grinding	\$ 620,400	\$ -	\$ 700,700	69%	11%	Construction	6,10
Prop K	8	BART	Balboa Park Station Eastside Connections	\$ 2,030,000	\$ -	\$ 12,678,117	90%	84%	Construction	11
Prop K	17P	PCJPB	F40 Locomotive Mid-Life Overhaul	\$ 1,042,857	\$ -	\$ 3,900,000	84%	73%	Construction	6,10
Prop K	20P	PCJPB	Systemwide Station Improvements	\$ 210,989	\$ -	\$ 500,000	90%	58%	Construction	6,10
Prop K	22P	PCJPB	Quint Street Bridge Replacement	\$ 303,066	\$ -	\$ 2,330,000	78%	87%	Construction	10
Prop K	22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,243,407	\$ -	\$ 7,374,000	78%	83%	Construction	6,10
Prop K	27	SFMTA	Geneva-Harney BRT Feasibility/Pre-Environmental Study	\$ 200,000	\$ -	\$ 750,000	68%	73%	Planning	10,11
Prop K	38	SFMTA	John Yehall Chin Safe Routes to School	\$ 40,433	\$ -	\$ 40,433	51%	0%	Planning	3
Prop K	39	PCJPB	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	\$ 20,000	\$ -	\$ 20,000	28%	0%	Construction	6
Prop K	44	SF Public Works	Chinatown Broadway Phase IV	\$ 701,886	\$ -	\$ 6,178,454	40%	89%	Construction	3
			<b>TOTAL</b>	<b>\$ 6,795,385</b>	<b>\$ -</b>	<b>\$ 35,471,704</b>	<b>76%</b>	<b>81%</b>		

Footnotes

<sup>1</sup> 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).

<sup>2</sup> Acronyms include PCJPB (Peninsula Corridor Joint Powers Board (Caltrain)), BART (Bay Area Rapid Transit District), and SFMTA (San Francisco Municipal Transportation Agency).

<sup>3</sup> "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%.

<sup>4</sup> "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 <sup>1</sup>

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
7	PCJPB	Railroad Bridge Load Rating	\$ 382,347	\$ -	Prop K funds will be used to determine the safe load ratings of 103 bridges throughout the Caltrain corridor to comply with Federal Railroad Administration regulation. Anticipated completion by December 2015.
7	PCJPB	Rail Grinding	\$ 620,400	\$ -	Prop K funds will be used to conduct maintenance analysis and rail grinding of track on the Caltrain system. Anticipated completion by June 2016.
8	BART	Balboa Park Station Eastside Connections	\$ 2,030,000	\$ -	Prop K funds will leverage \$1.9 million in Lifeline Transportation Program funds programmed by the Transportation Authority and over \$10 million in BART funds to improve transit access at the Balboa Park BART/Muni Station. The project will construct a new boarding platform for the Muni key stop at the terminus of the J and K lines on the east side of the BART station, and an elevated walkway from the platform to a new pedestrian bridge connecting the east and west sides of the station. It includes new lighting, signage, and wall finishes. BART will coordinate with the SFMTA on a 10-week shut-down of the revenue loop through the Green yard to allow construction of the J/K platform. The SFMTA will continue to operate the J and K lines during the shut-down, and has developed an interim service plan with temporarily relocated stops. Both agencies will issue service bulletins advising passengers about transit access during the project. BART anticipates construction will begin in May 2015 and be completed by mid-2017.
17P	PCJPB	F40 Locomotive Mid-Life Overhaul	\$ 1,042,857	\$ -	Caltrain is requesting Prop K funds to perform mid-life overhauls of five F40 locomotives selected to become part of the small remaining diesel fleet post Caltrain electrification. Anticipated completion by June 2016.
20P	PCJPB	Systemwide Station Improvements	\$ 210,989	\$ -	Caltrain is requesting Prop K funds to perform repairs at various passenger stations, which may include but are not limited to: station building repairs; repair passenger shelters; replacing center track fence, windows, doors, and signage; refinishing pavement and tiles; and repairing walking surfaces. Caltrain anticipates construction to begin in January 2015 and be completed by December 2015.

Attachment 2: Brief Project Descriptions<sup>1</sup>

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
22P	PCJPB	Quint Street Bridge Replacement	\$ 303,066	\$ -	Prop K funds will be used for the construction phase to replace the Quint Street Bridge. Project includes the removal of the existing street girder superstructure and foundation and replacement with a berm structure; construction of a retaining wall to protect train operations; and rough grading of the berm structure north of the bridge to prepare the site for the construction of the Quint-Jerrold connector road. Caltrain anticipates construction to begin in April 2015 and be completed by January 2016.
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,243,407	\$ -	Prop K funds will be used to maintain the Caltrain railroad in a state of good repair. The project may include, but is not limited to, the replacement of rails, joints, at-grade rail panels, worn ties; minor repairs to bridges; and adding ballast to tracks. Anticipated construction completion by December 2015.
27	SFMTA	Geneva-Harney BRT Feasibility/Pre-Environmental Study	\$ 200,000	\$ -	This funding request will support the SFMTA's expanding role in the Geneva-Harney Bus Rapid Transit Feasibility Study (led by the Transportation Authority) and fund a follow-on pre-environmental phase (led by SFMTA). The BRT corridor extends from Balboa BART/Muni Station to Hunters Point Shipyard, including a connection to the Bayshore Caltrain Station. SFMTA's follow-on work will prepare the near-term BRT, which primarily uses existing streets, for environmental review. Service is needed no later than 2023 to support the shipyard development. The Feasibility Study will be completed by spring 2015. The pre-environmental work is anticipated to be completed by fall 2015. More information is available at <a href="http://www.genevabrt.org">www.genevabrt.org</a> .
38	SFMTA	John Yehall Chin Safe Routes to School	\$ 40,433	\$ -	Prop K funds will be used for additional outreach and conceptual design of bulb outs to improve pedestrian and bicycle access and safety at seven locations, including one bus bulb, around John Yehall Chin Elementary School. This project has received a state Active Transportation Planning (ATP) grant for the environmental and design phases, and will compete for construction funds in a future ATP funding cycle. This project supports Vision Zero (e.g. four project locations are on a high-injury corridor). Anticipated completion of planning by March 2015. Pending funding, construction would start mid-2017.

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
39	PCJPB	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	\$ 20,000	\$ -	Caltrain is requesting Prop K funds for unforeseen construction management costs for the reconfiguration of the bicycle parking facility at the 4th and King Caltrain station. The Transportation Authority previously allocated \$165,000 in Prop K funds for a contractor to install automated bike parking, reconfiguration of retail and bike parking areas, and expansion of the facility to increase bike capacity from 130 to 185 bikes. Caltrain anticipates construction to begin in November 2014 and be completed in March 2015.
44	SF Public Works	Chinatown Broadway Phase IV	\$ 701,886	\$ -	Prop K funds will leverage OneBayArea Grant (OBAG) funds programmed by the Transportation Authority, and state Safe Routes to School funds for streetscape and safety improvements to Broadway between Columbus and the Broadway Tunnel, including improvements near the Jean Parker Elementary School. The project will calm traffic by narrowing the roadway and travel lanes; improve pedestrian crossings with bulb-outs, raised crosswalks, and special paving; improve transit access with new bus bulbs and enhanced bus stops; landscape the existing sidewalk, new medians, and the Wayne Place; install bike sharrows; and add new benches and street lights. Of the \$5.11 million in OBAG funds awarded for construction, we worked with MTC and SFMTA to swap the State Transportation Improvement Program (STIP) (\$1.91 million) portion with SFMTA's revenue bonds to keep this project on schedule, given delayed STIP availability. SF Public Works anticipates construction will begin in May 2015 and be completed by April 2016.
<b>TOTAL</b>			<b>\$ 6,795,385</b>	<b>\$ -</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
7	PCJPB	Railroad Bridge Load Rating	\$ 382,347	\$ -	
7	PCJPB	Rail Grinding	\$ 620,400	\$ -	
8	BART	Balboa Park Station Eastside Connections	\$ 2,030,000	\$ -	
17P	PCJPB	F40 Locomotive Mid-Life Overhaul	\$ 1,042,857	\$ -	
20P	PCJPB	Systemwide Station Improvements	\$ 210,989	\$ -	
22P	PCJPB	Quint Street Bridge Replacement	\$ 303,066	\$ -	<b>5-Year Prioritization Program (5YPP) Amendment:</b> This allocation is contingent on a 5YPP amendment to the Guidways-Caltrain category to reprogram \$303,066 in funds deobligated from three prior year grants to the subject project. See attached 5YPP amendment for details.

Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No.	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,243,407	\$ -	
27	SFMTA	Geneva-Harney BRT Feasibility/Pre-Environmental Study	\$ 200,000	\$ -	
38	SFMTA	John Yehall Chin Safe Routes to School	\$ 40,433	\$ -	<b>5YPP Amendment:</b> This allocation is contingent on a 5YPP amendment to redirect \$28,758 in Fiscal Year 2014/15 Prop K funds from the design phase to the planning phase of subject project. Adjustments are needed to align with the Active Transportation Program grant. See attached 5YPP amendment for details.
39	PCJPB	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	\$ 20,000	\$ -	
44	SF Public Works	Chinatown Broadway Phase IV	\$ 701,886	\$ -	
<b>TOTAL</b>			<b>\$ 6,795,385</b>	<b>\$ -</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 4.  
Prop K FY 2014/15 Capital Budget<sup>1</sup>

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					FYs 2019/20 - 2027/2028 <sup>2</sup>
				FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
<b>TRANSIT</b>									
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				
7	PCJPB	Railroad Bridge Load Rating	\$ 382,347	\$ 191,174	\$ 191,173				
7	PCJPB	Rail Grinding	\$ 620,400	\$ 310,200	\$ 310,200				
8	BART	Balboa Park Station Eastside Connections	\$ 2,030,000			\$ 2,030,000			
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
17P	PCJPB	F40 Locomotive Mid-Life Overhaul	\$ 1,042,857	\$ 521,429	\$ 521,428				
17U	SFMTA	Light Rail Vehicle Procurement	\$ 66,444,342	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,342
20P	PCJPB	Systemwide Station Improvements	\$ 210,989	\$ 105,495	\$ 105,494				
22P	PCJPB	Quint Street Bridge Replacement	\$ 303,066	\$ 303,066					
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,243,407	\$ 621,704	\$ 621,703				
<b>Transit Subtotal</b>			<b>\$ 182,935,438</b>	<b>\$ 38,178,842</b>	<b>\$ 7,348,454</b>	<b>\$ 9,347,490</b>	<b>\$ 1,500,000</b>	<b>\$ -</b>	<b>\$ 126,560,652</b>
<b>PARATRANSIT</b>									
23	SFMTA	Paratransit	\$ 9,670,000	\$ 9,670,000					
<b>Paratransit Subtotal</b>			<b>\$ 9,670,000</b>	<b>\$ 9,670,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>VISITACION VALLEY WATERSHED</b>									
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				
27	SFMTA	Geneva-Harney BRT Feasibility/Pre-Environmental Study	\$ 200,000	\$ 112,866	\$ 87,134				
<b>Visitacion Valley Watershed Subtotal</b>			<b>\$ 228,830</b>	<b>\$ 132,196</b>	<b>\$ 96,634</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>STREET AND TRAFFIC SAFETY</b>									
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					
38	SFMTA	John Yehall Chin Safe Routes to School	\$ 40,433	\$ 40,433					
39	SFMTA	Twin Peaks Connectivity	\$ 23,000	\$ 19,866	\$ 3,134				
39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ 151,000	\$ 105,100				
39	PCJPB	San Francisco Bicycle Parking Facility Improvements -	\$ 20,000	\$ 20,000					
42	SFPW	Tree Planting and Maintenance	\$ 1,000,000	\$ 1,000,000					
<b>Streets and Traffic Safety Subtotal</b>			<b>\$ 5,535,552</b>	<b>\$ 4,476,244</b>	<b>\$ 1,059,308</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**Attachment 4.  
Prop K FY 2014/15 Capital Budget<sup>1</sup>**

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					FYs 2019/20 - 2027/2028 <sup>2</sup>
				FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
<b>TSM/STRATEGIC INITIATIVES</b>									
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			
44	SF Public Works	Chinatown Broadway Phase IV	\$ 701,886	\$ 175,471	\$ 526,415				
<b>TSM/Strategic Initiatives Subtotal</b>			<b>\$ 2,270,117</b>	<b>\$ 1,139,360</b>	<b>\$ 982,757</b>	<b>\$ 148,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>TOTAL</b>			<b>\$ 200,639,937</b>	<b>\$ 53,596,642</b>	<b>\$ 9,487,153</b>	<b>\$ 9,495,490</b>	<b>\$ 1,500,000</b>	<b>\$ -</b>	<b>\$ 126,560,652</b>

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

<sup>2</sup> 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 Summary<sup>1</sup>

	<b>Total</b>	<b>FY 2014/15</b>	<b>FY 2015/16</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FYs 2019/20 - 2027/28<sup>2</sup></b>
Prior Allocations	\$ 193,844,552	\$ 51,194,804	\$ 7,123,606	\$ 7,465,490	\$ 1,500,000	\$ -	\$ 126,560,652
Current Request(s)	\$ 6,795,385	\$ 2,401,838	\$ 2,363,547	\$ 2,030,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 200,639,937	\$ 53,596,642	\$ 9,487,153	\$ 9,495,490	\$ 1,500,000	\$ -	\$ 126,560,652

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

<sup>2</sup> Light Rail Vehicle Procurement. See Resolution 15-XX for cash flow details.



# San Francisco Transportation Plan and Plan Bay Area

2017 Update Strategy for San Francisco



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

November 18, 2014

# What is the San Francisco Transportation Plan (SFTP)?

SF's long-range plan where all transportation modes, operators, and networks come together

Purposes:

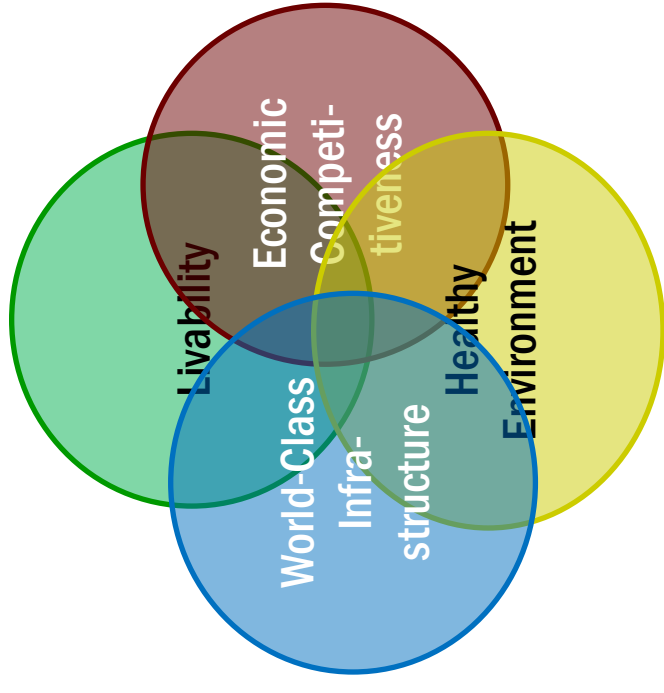
- ▶ Advance countywide planning
- ▶ Establish SF policy, project priorities
- ▶ Position SF for funding opportunities

2004 Plan:

- ▶ Investment strategy basis for Prop K, guided key policy initiatives

2013 SFTP

- ▶ SoMa Deep Dive, Climate Strategy, Equity Framework



# What is the Regional Transportation Plan/Sustainable Communities Strategy?

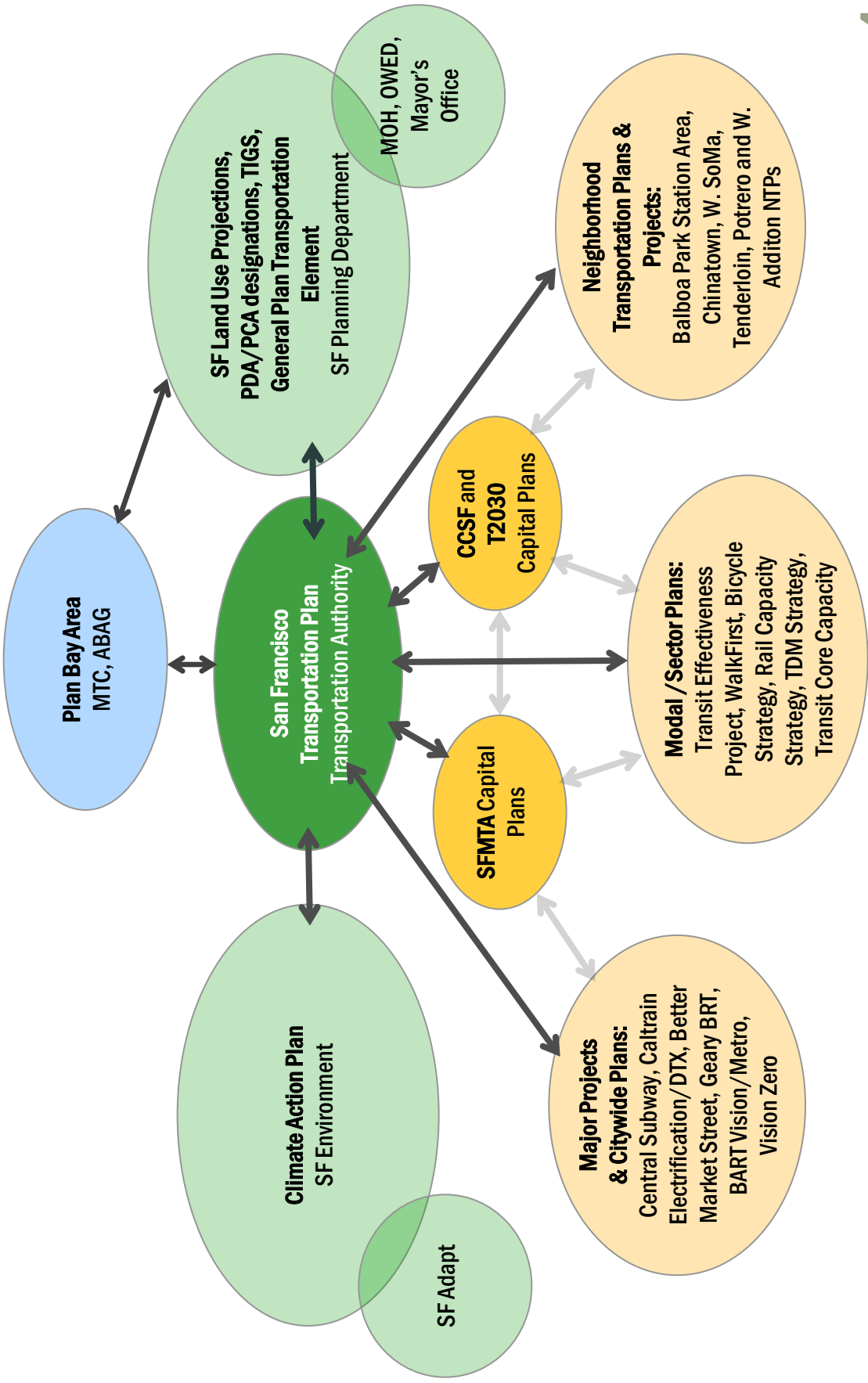
- ▶ The region's first RTP/SCS, Plan Bay Area, adopted in May 2013



- ▶ Blueprint for the region's transportation investments over the next 28 years for the 9 Bay Area county region
- ▶ Regional strategy to meet GHG reduction targets (-15%/capita)
- ▶ Seeks to accommodate regional housing need at all income levels
- ▶ The SFTP provides SF's input into the RTP/SCS



# SFTP update is most effective through a coordinated citywide effort



# SFTP Features and Benefits



▲ **Long-Range System Planning**



▲ **Performance-based Prioritization Process**



▲ **Leverage Funding Sources**



▲ **Public Involvement & Equity Analysis**



# Coordinated Input into 2017 Update



Transportation

Land Use

- SF Jobs and Housing Forecast
- PDA/PCA update
- TIGS update
- Smart/Healthy Infill
- Affordable Housing

Equity and Economic Development

- Community of Concern Definition
- Economic Development Strategy
- Prosperity Plan

Climate / Air Quality

- Sea Level Rise, Adaptation
- Community Risk Reduction

PDA/PCA – Priority Development Area/Priority Conservation Area  
TIGS – Transportation Investment and Growth Strategy

# Coordinated Input into 2017 Update



- **CITYWIDE/SOMA PLANNING**
  - WalkFirst, Bicycle Strategy
  - Transit Core Capacity
    - Muni
    - BART
    - AC Transit
    - WETA
  - Freeway Corridor Management
  - TDM
- **MAJOR PROJECT UPDATES**
  - Caltrain Electrification/HSR
  - Transbay Transit Center/ Caltrain Extension, Railyard/ Blvd Study
  - Better Market Street
  - Geary BRT
  - 16<sup>th</sup> Street, Geneva BRT
- **NEIGHBORHOOD PLANS**
  - W. Addition, SoMa, Potrero, Balboa Park, Chinatown, etc.

Transportation

Land Use

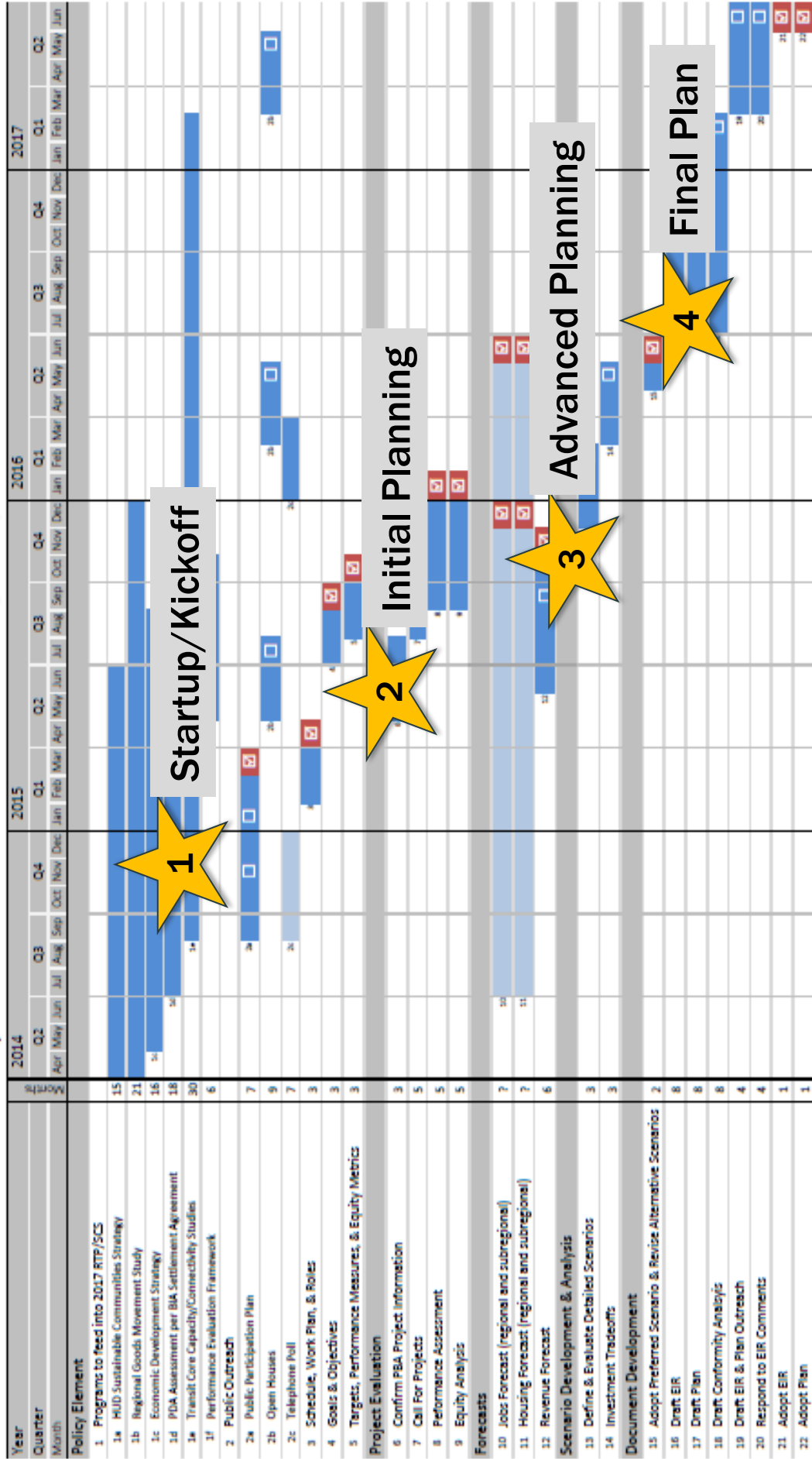
Economic Development

Climate

# Draft PBA 2017 Update Schedule

# SFTP Process

Draft Schedule & Tasks: 2017 RTP/SCS





# Multi-Agency Coordination Needed



- ▶ **Plan Bay Area Policy Coordination**
  - ▶ Advise MTC/ABAG reps
  - ▶ Coordinate with other CMAAs, cities
- ▶ **Long-range Planning**
  - ▶ Land use/TOD planning
  - ▶ Transit capacity, freeway management
  - ▶ TDM

## ▶ **Project Prioritization and Funding Strategy**

- ▶ MAP-21 (and next federal bill)
- ▶ Regional Measure 3
- ▶ Local revenue measures (vehicle license fee, sales tax, other)



- ▶ Land Use Development Fees
- ▶ User Fees



# Plan Bay Area Contacts:

Amber Crabbe & Maria Lombardo

[amber.crabbe@sfcta.org](mailto:amber.crabbe@sfcta.org); [maria.lombardo@sfcta.org](mailto:maria.lombardo@sfcta.org)

# SFTP Contact:

David Uniman

[david.uniman@sfcta.org](mailto:david.uniman@sfcta.org)



Briefing for SF Plans and Programs Committee

# BART Vision Update

November 18, 2014



- Vision study and context
- “The Limited List”
- Next Steps

# BART Vision Purpose



How to support the region's vision?

- Sketch out projects
- Engage others
- Consider the trade-offs
- Advise the BART Board



# Key Capital Priorities



## 1) Big 3 Essential Investments

- a) Railcars
- b) Hayward Maintenance Complex
- c) Train Control System Modernization

## 2) State of Good Repair

## 3) Capacity

## 4) Stations Program

## 5) Expansion

- a) Infill Stations
- b) New Corridors



## Making investment choices:

- State of good repair
- Capacity
- Expansion



# Ten-year cumulative financial outlook



## Operating: ~\$500M deficit

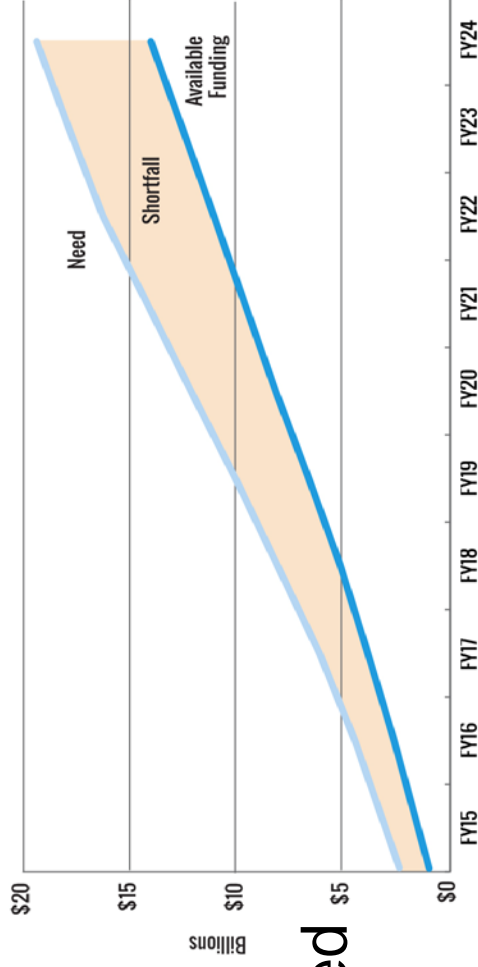
5% of total projected operating uses

Annual shortfalls \$6 million to \$80 million

## Capital: ~\$4.8B shortfall

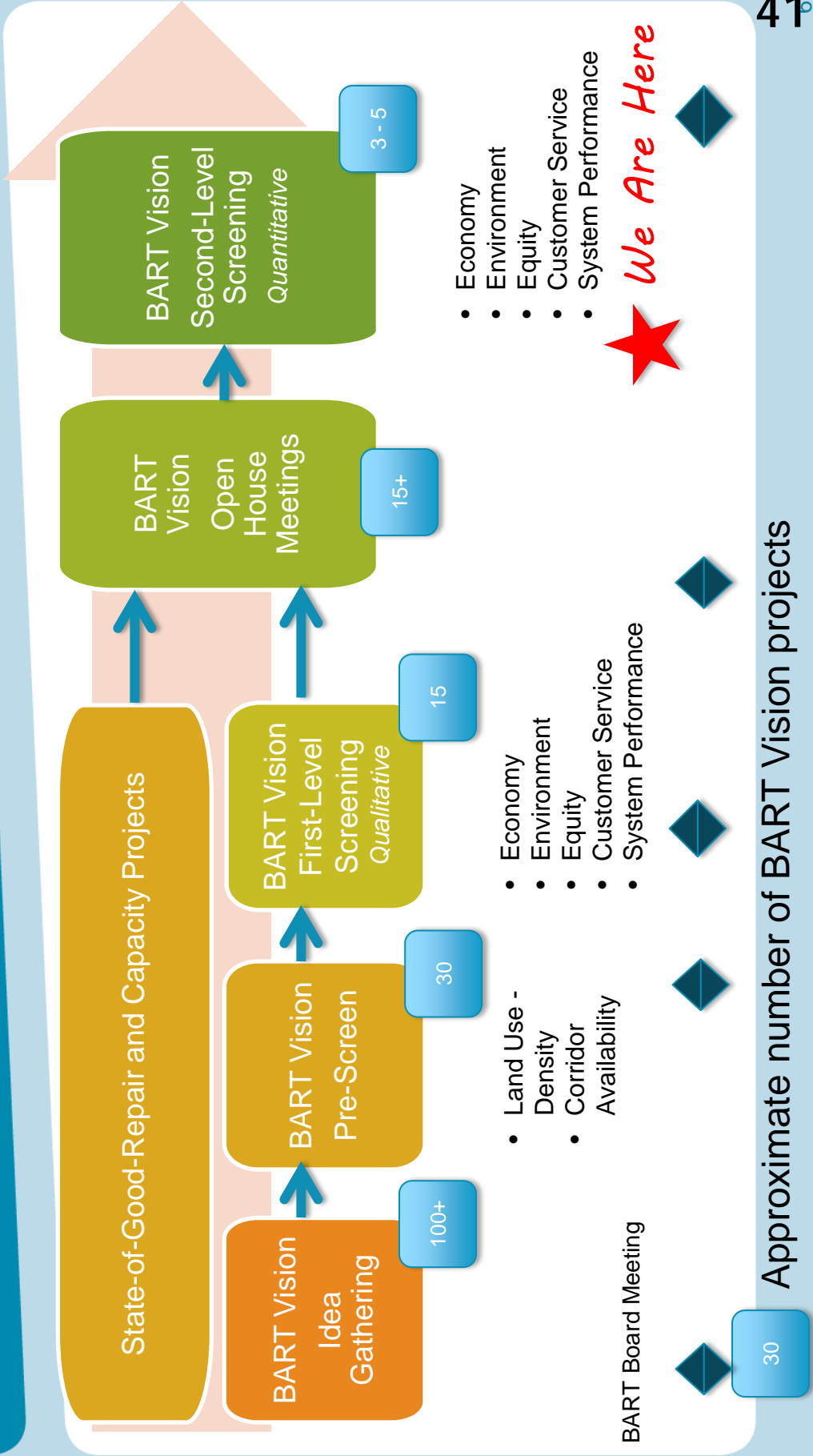
50% of total projected need

Near-term needs greatest





# Process Flow



Approximate number of BART Vision projects

# Goals and Objectives



- **Economy**
  - Access to jobs
  - Access to housing

**10%**
- **Environment**
  - Regional land use vision
  - Air quality benefits

**10%**
- **Equity**
  - Keep BART affordable
  - Equitable service

**10%**
- **Customer Service**
  - System reliability
  - Connect BART
  - Crowding and throughput

**35%**
- **System Performance**
  - Cost-effective system improvements
  - System flexibility
  - Deliverable projects

**35%**

# BART METRO VISION - INVESTMENT OPPORTUNITIES

## METRO VISION PROJECTS

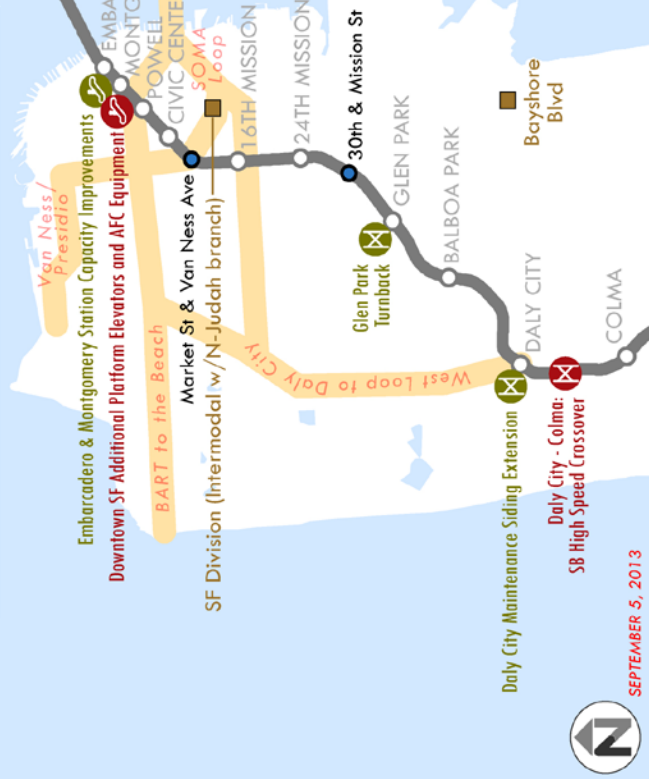
- BART System
- Under Construction
- Planning Phase
- Potential Corridors  
*exact alignment not defined*
- BART Station
- Extension Stations
- Infill Stations
- Expansion Stations

## SYSTEMWIDE PROJECTS

- State of Good Repair
- Capacity Projects

## OPERATIONS PROJECTS

- Phase 1**
- Station Capacity Improvements
  - Vehicle Intrusion Barrier
  - Increased System and Vehicle Maintenance
  - Increased Vehicle Storage
  - Turnbacks and Crossovers
- Phase 1 Systemwide:**
- Train Control Modernization - Initial Phase
  - Additional Revenue Vehicles
  - Traction Power and Cabling Renovation
  - Communication System Upgrades
- Phase 2**
- Station Capacity Improvements
  - Station Connector
  - Increased Vehicle Storage
  - Turnbacks and Crossovers
- Phase 2 Systemwide:**
- Train Control Modernization
  - Traction Power Capacity Upgrade
  - Additional Revenue Vehicles



# First-Level Screening Results

## “The Limited List”

44

Corridors	Infill Stations
<ol style="list-style-type: none"><li>Transbay<ul style="list-style-type: none"><li>Second Transbay Tube</li><li>Transbay Bus improvements</li></ul></li></ol>	<ol style="list-style-type: none"><li>Irvington</li></ol>
<ol style="list-style-type: none"><li>Western SF (BART)<ul style="list-style-type: none"><li>Western Addition - Richmond District</li><li>Western Addition - UCSF - 19<sup>th</sup> Ave - Daly City</li></ul></li></ol>	<ol style="list-style-type: none"><li>SF 30<sup>th</sup> Street</li></ol>
<ol style="list-style-type: none"><li>Livermore I-580 (BART)</li></ol>	<ol style="list-style-type: none"><li>Richmond I-80 Transfer</li></ol>
<ol style="list-style-type: none"><li>eBART Phase 2 (DMU)</li></ol>	<ol style="list-style-type: none"><li>Oakland Children’s Hospital</li></ol>
<ol style="list-style-type: none"><li>I-680 (BRT)</li></ol>	<ol style="list-style-type: none"><li>Oakland San Antonio</li></ol>
<ol style="list-style-type: none"><li>wBART I-80 (BART)</li></ol>	<ol style="list-style-type: none"><li>Oakland 55<sup>th</sup> Avenue</li></ol>
<ol style="list-style-type: none"><li>Eastshore/Capitol Corridor Overlay (DMU)</li></ol>	<ol style="list-style-type: none"><li>Oakland 98<sup>th</sup> Avenue</li></ol>



**2nd Transbay Tube**  
POSSIBLE FUTURE STUDY  
CORRIDOR

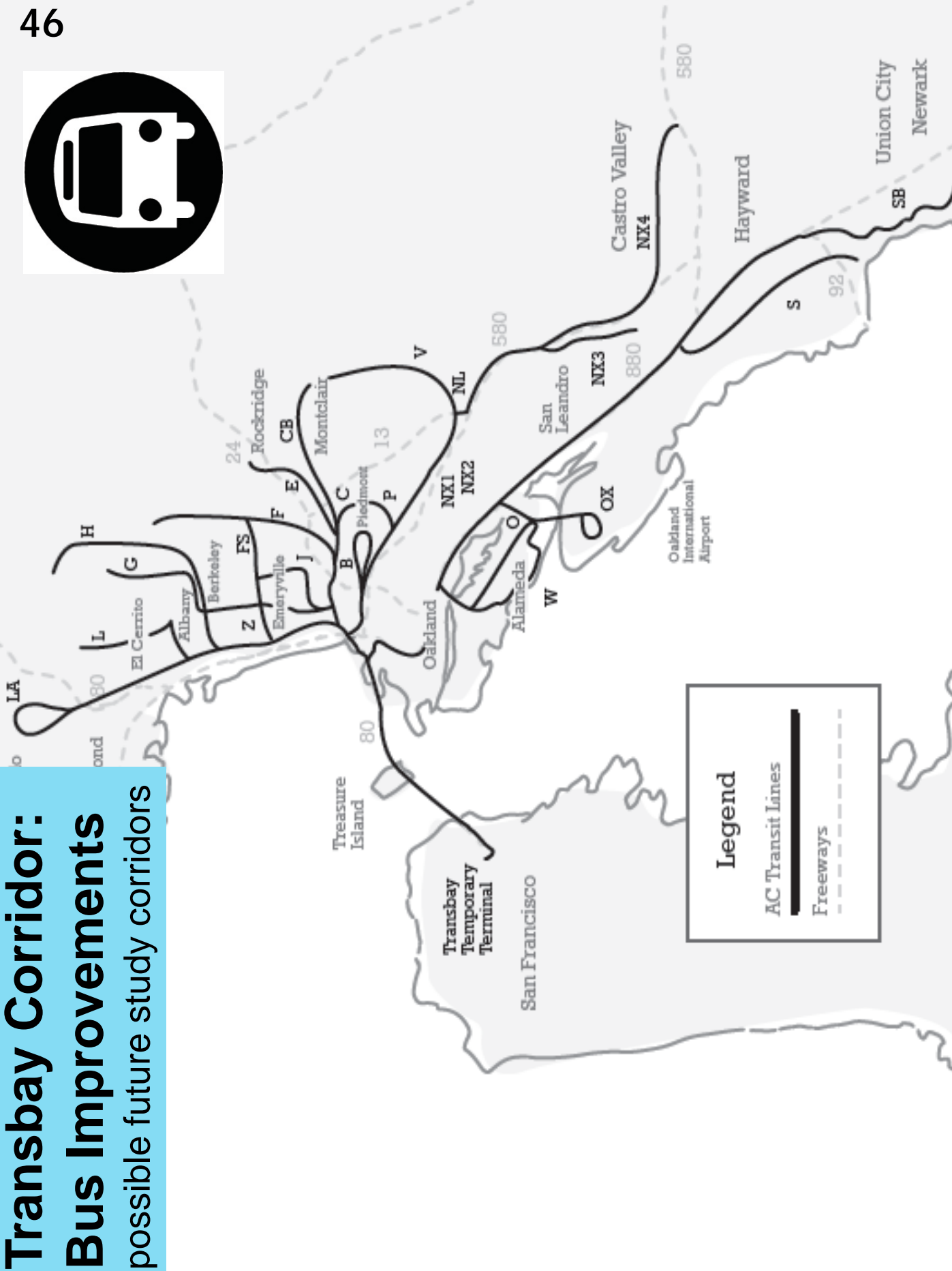
*Preliminary Draft for Illustrative Purposes Only*

IMAGERY: Esri, DigitalGlobe, GeoEye, iacubed, USDA, USGS, AEX, Geomapping, AerialGrid, IGN, iGP, swisstopo, and the GIS User Community



# Transbay Corridor: Bus Improvements

possible future study corridors





SANBARCADERO

MONTGOMERY

ROWELL

CIVIC CENTER/  
UN PLAZA

16TH ST./MISSION

24TH ST./MISSION

SAN FRANCISCO

GLEN  
PARK

BALBOA  
PARK

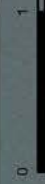
DALY  
CITY

COLMA

COLMA

# 2nd San Francisco BART Line

POSSIBLE FUTURE STUDY  
CORRIDORS



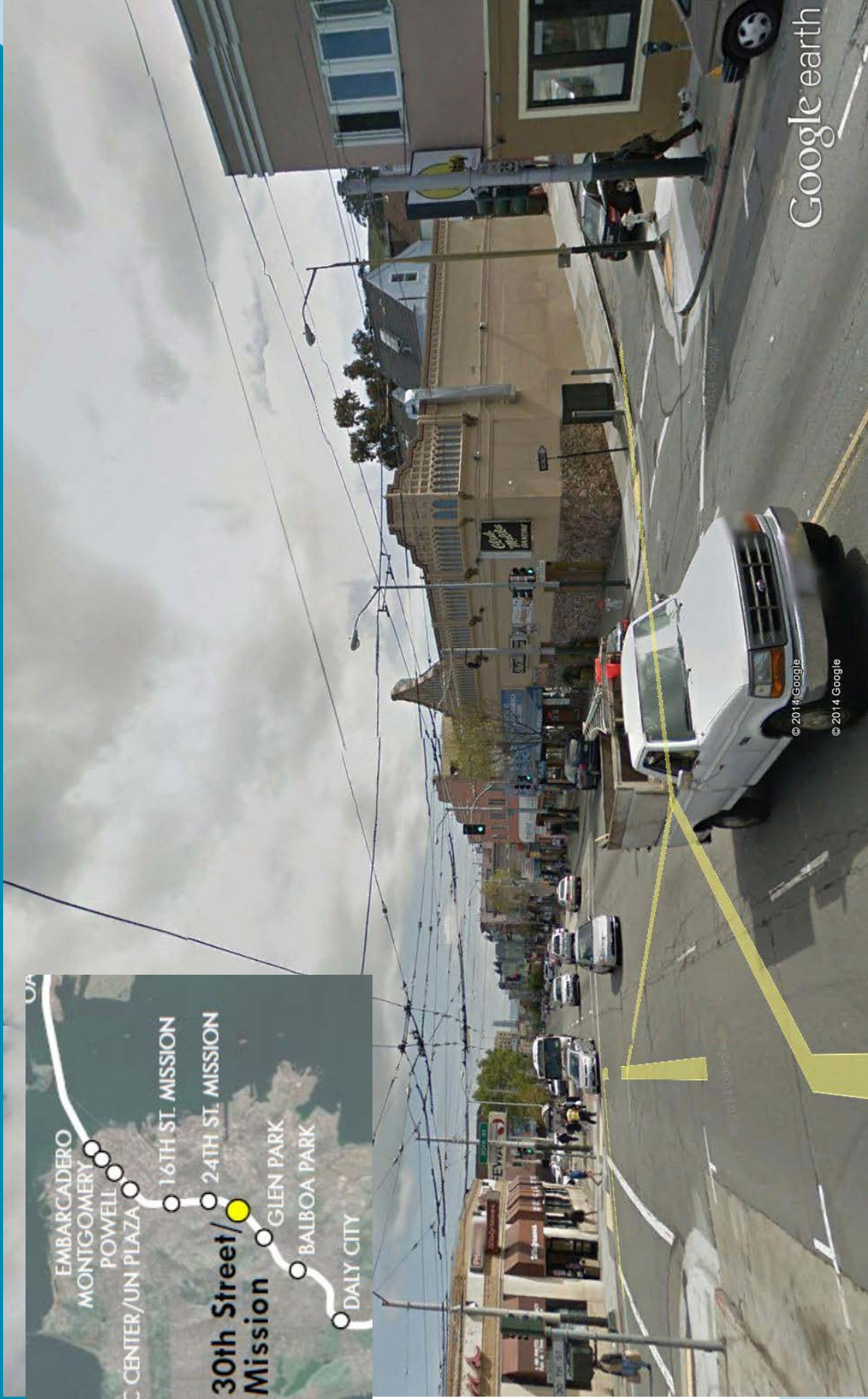
47

IMAGERY: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGH, swisstopo, and the GIS User Community

Preliminary Draft for Illustrative Purposes Only

Possible Future Infill Stations for Study

# San Francisco - 30th Street



© 2014 Google

© 2014 Google





## Dec 4 BART Board consideration

- “The Short List” for review
- Discussion of advancement to study



Briefing for SF Plans and Programs Committee

# BART Vision Update

November 18, 2014




# Memorandum

**Date:** 11.03.14 **RE:** Plans and Program Committee  
November 18, 2014

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

**From:** Lee Saage – Deputy Director for Capital Projects 

**Through:** Tilly Chang – Executive Director 

**Subject:** **INFORMATION** – Major Capital Projects Update – Islais Creek Maintenance Facility

## Summary

The Islais Creek Maintenance Facility represents the first new San Francisco Municipal Transportation Agency (SFMTA) rubber-tire vehicle maintenance facility in the last 60 years. The project includes a fuel-and-wash building, a 65,000-square-foot motor coach maintenance and operations building, administration building, bus storage, and land acquisition. The facility will service 40- and 60-foot-long motor coaches. The facility will also be able to provide maintenance for the Van Ness Avenue Bus Rapid Transit fleet. The current budget is \$126.8 million making it one of the largest SFMTA facility projects that is receiving Prop K local transportation sales tax funds. Phase I of the project, which included sitework, bus storage, the fuel-and-wash building and the administration building, was completed in early 2013 and is now operational. Redesign work on Phase II, the maintenance building, was completed in September under an agreement with San Francisco Public Works for design and development of the contract documents. SFMTA advertised for bids for Phase II on October 10, 2014, with bids due on December 1, 2014. Substantial completion is scheduled for January 2017. **This is an information item.**

## BACKGROUND

The Islais Creek Maintenance Facility represents the first new San Francisco Municipal Transportation Agency (SFMTA) rubber-tire vehicle maintenance facility in the last 60 years. With a current budget of \$126.8 million, it is also one of the largest SFMTA facility projects receiving Prop K local transportation sales tax dollars. The project includes a fuel-and-wash building, a 65,000-square-foot light and heavy maintenance building, administration building, bus storage, and land acquisition.

The project is being built in two phases. Phase I includes: sitework, bus storage, administration building, and the fuel-and-wash building. Phase I of the project was completed in early 2013 and is now operational. Phase II consists of the maintenance building. Originally intended to service 40-foot-long motor coaches, at the Transportation Authority's recommendation, the facility has been re-designed to also accommodate 60-foot-long articulated motor coaches. This change is not only in accordance with SFMTA's recent policy changes to increase the proportion of the longer coaches, but will also be the first increase in maintenance capabilities for these vehicles since 1989. It will also be able to provide maintenance for the Van Ness Avenue Bus Rapid Transit fleet. Redesign work on Phase II, the maintenance building, was completed under an agreement with the San Francisco Public Works (SFPW) for design and development of the contract documents.

## DISCUSSION

This memorandum provides an update on the Islais Creek Maintenance Facility.

**Budget and Cost:** As of September 30, 2014, the project has incurred \$54.3 million in expenses against a current project budget of \$126,836,448. A cost summary is shown in the table below.

The original budget for this project, established in 2010, was \$67,969,512. According to the SFMTA, the main reasons for the increase were escalation, redesign to comply with new building codes, and converting the building to LEED Gold. The heated construction market was also a major contributor.

Budget By Phase		
	Phase I	Phase II
Right of Way	\$3,102,000	\$5,735,000
Conceptual Engineering	\$380,200	\$0
Detailed Design	\$3,421,800	\$13,157,000
Construction	\$34,781,000	\$66,259,448
<b>Sub-total</b>	<b>\$41,685,000</b>	<b>\$85,151,448</b>
<b>TOTAL</b>	<b>\$126,836,448</b>	

**Funding:** The funding plan for the project is shown below.

Funding By Source	
Federal Section 5309-Bus and Facilities	\$45,906,576
Federal Transit Administration - FTA CA-03	\$11,770,269
Federal Section 5307	\$7,587,165
CCSF General Obligation Bond (planned)	\$31,259,829
Prop K sales tax (SFCTA)	\$9,181,055
SFMTA Bond 2013	\$6,350,000
SFMTA Bond 2014	\$2,455,936
SFMRIC	\$6,227,618
State STP/CMAQ	\$3,958,000
Transit Impact Development Fee (TIDF)	\$1,240,000
TFCA-Program Manager (SFCTA)	\$500,000
AB664 Bridge Toll Funds	\$400,000

**TOTAL \$126,836,448**

With the approval on November 4 of the City and County of San Francisco General Obligation bond, the last remaining \$31,259,829 in funding for the project has been secured. The project is now fully funded.

**Schedule:** The major milestones in the current schedule for Phase II are shown below. Substantial completion is scheduled for January 2017.

Phase II Major Milestones	
Complete Design	September, 2014
Advertise for Bids	October, 2014
Open Bids	November, 2014
Award Contract	December, 2014
Notice -to- Proceed to Contractor	February, 2015
Substantial Completion	January, 2017

**Status:** Phase I was completed in early 2013 and is now in operation. SFMTA advertised for bids for Phase II on October 10 2014, with bids due on December 1, 2014.

**DBE/SBE Program:** Not available at the time of this writing.

**Challenges:** None at this time. With the approval by the voters of the General Obligation bond, the last remaining funding challenge of the project was resolved. However, should the bids come in higher than anticipated, new challenges may arise. Staff and consultants will be monitoring the bid process and subsequent construction

#### **ALTERNATIVES**

None. This is an information item.

#### **CAC POSITION**

None. This is an information item.

#### **FINANCIAL IMPACTS**

None. This is an information item.

#### **RECOMMENDATION**

None. This is an information item.