



AGENDA

PLANS AND PROGRAMS COMMITTEE Meeting Notice

Date: 10:00 a.m., Tuesday, December 9, 2014
Location: Room 263, City Hall
Commissioners: Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

CLERK: Steve Stamos

1. Roll Call
2. Citizens Advisory Committee Report – INFORMATION*

Consent Calendar

3. Approve the Minutes of the November 18, 2014 Meeting – ACTION*
4. Recommend Programming of \$4 Million in Prop K Funds to the Quint-Jerrold Connector Road Project via a Fund Swap with an Equivalent Amount of Federal Transit Administration Funds from the Peninsula Corridor Joint Powers Board, and Committing to Allocate the Prop K Funds for Construction of the Connector Road, with Conditions – ACTION*

The Transportation Authority has been working to deliver a new Quint-Jerrold Connector Road between Oakdale and Jerrold Avenues, in coordination with the Peninsula Corridor Joint Powers Board's (PCJPB's or Caltrain's) Quint Street Bridge Replacement. The bridge project will replace the existing bridge structure with a berm and close the existing Quint Street, necessitating alternate access to facilitate a future Caltrain station at Oakdale Avenue and to respond to community concerns. Caltrain has agreed to commit \$4 million to the connector road, but due to eligibility concerns, Caltrain's Federal Transit Administration (FTA) funds must be swapped with Prop K funds. The San Francisco Municipal Transportation Agency, which is a member of PCJPB, has agreed to facilitate the swap through its Radio Communications Systems and CAD Replacement project (Radio Project). The FTA funds need to be programmed to the Radio Project, and then an equivalent amount of Prop K funds will be de-obligated from the Radio Project and programmed to the connector road. The swap needs the approval of the Metropolitan Transportation Commission, which asked that this action be approved by the Transportation Authority, and by the FTA. The Radio Project will be held harmless by the swap. **We are seeking a recommendation to program \$4 million in Prop K funds to the Quint-Jerrold Connector Road Project via a fund swap with an equivalent amount of FTA funds from PCJPB, and to commit to allocate the Prop K funds for construction of the connector road, with conditions.**

End of Consent Calendar

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

The Transportation Authority has an eleven-member Citizens Advisory Committee (CAC). CAC members

serve two-year terms. Per the Transportation Authority's Administrative Code, the Plans and Programs Committee recommends and the Transportation Authority Board appoints individuals to fill any CAC vacancies. Neither Transportation Authority staff nor the CAC make any recommendations on CAC appointments, but we maintain an up-to-date database of applications for CAC membership. A chart with information about current CAC members is attached, showing ethnicity, gender, neighborhood of residence, and affiliation. There are two vacancies on the CAC requiring committee action. These vacancies result from the term expirations of Glenn Davis and Chris Waddling. Mr. Waddling is seeking reappointment. Attachment 1 shows current CAC membership and Attachment 2 lists applicants. **We are seeking a recommendation to appoint two members to the CAC.**

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

The Transportation Authority has a 13-member Geary Corridor Bus Rapid Transit (BRT) Citizens Advisory Committee (GCAC). There is one vacant seat on the GCAC for a representative of at-large interests. The vacancy is due to the expiration of the term of Winston Parsons, who is seeking reappointment. Following the issuance of notices seeking applicants to the GCAC, we have received applications from three additional candidates. Staff provides information on applicants but does not make recommendations on GCAC appointments. Attachment 1 contains a summary table with information about current and prospective GCAC members, showing neighborhood of residence, neighborhood of employment, affiliation, and other information provided by the applicants. **We are seeking a recommendation to appoint one member to the GCAC.**

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

The Caltrain Early Investment Program consists of three components: the Communications Based Overlay Signal System (CBOSS) to provide Positive Train Control; the electrification of the Caltrain line between San Jose and San Francisco; and the purchase of electric-multiple unit vehicles to operate on the electrified railroad. With a total budget of \$1.45 billion, it is one of Prop K signature projects. In accordance with the 2012 Memorandum of Understanding (MOU) that established the funding framework for the project, San Francisco's share is \$60 million. Of this amount, the Transportation Authority identified approximately \$21 million (primarily sales tax) and, with the approval by the voters of the city's General Obligation Bonds on November 4, 2014, the remaining \$39 million were secured. However, the overall budget and schedule, which were developed in 2009, have been recently updated by Caltrain staff, resulting in a projected budget increase in the range of \$249 to \$306 million (resulting in a projected total cost of \$1.7 to 1.76 billion) and an extension of the project duration of one to two years. Caltrain is evaluating potential mitigation measures in preparation for Board action on adoption of a new budget and schedule. Meanwhile, options for closing the funding gap are being explored. Work on CBOSS construction is underway, with completion planned for 2016. Work is also underway on the procurement process for the selection of the design-build contractor for electrification and the vehicle manufacturer, informed by discussions with the California High-Speed Rail Authority regarding compatibility of Caltrain's future electrified vehicles with High-Speed Rail as needed to support blended service along the peninsula corridor as envisioned in the MOU. In parallel, work is approaching conclusion on the Environmental Impact Report for the Electrification project, which is scheduled for certification in January 2015. **This is an information item.**

8. Recommend Allocation of \$32,081,988 in Prop K Funds, with Conditions, and Allocation of \$2,585,624 in Prop AA Funds, with Conditions, for Ten Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules and Amendment of the Relevant 5-Year Prioritization Programs – ACTION*

As summarized in Attachments 1 and 2, we have ten requests totaling \$32,081,988 in Prop K funds and \$2,585,624 in Prop AA funds to present to the Plans and Programs Committee for approval. Attachment 3 summarizes our recommendations. The Peninsula Corridor Joint Powers Board has requested \$7,470,000 in Prop K funding for its Caltrain Early Investment Program (EIP), which includes Electrification and the Communication Based Overlay Signal System. A capital projects update on the Caltrain EIP is also on this meeting's agenda. The Bay Area Rapid Transit District has requested \$250,000 in Prop K funding for Transbay Tube Cross-Passage Doors Replacement. San Francisco Public Works has requested Prop K funds for Safe Routes to School projects at ER Taylor Elementary (\$53,715) and Longfellow Elementary (\$126,443).

The San Francisco Municipal Transportation Agency (SFMTA) has requested Prop K funds for Replace 60 New Flyer 60-Foot Trolley Coaches (\$20,831,776), Market Street Green Bike Lanes and Raised Cycletrack (\$753,400), WalkFirst Continental Crosswalks (\$423,000), and Mansell Corridor Improvement (\$572,754). The SFMTA has also requested Prop AA funds for Mansell Corridor Improvement (\$2,325,624) and Webster Street Pedestrian Countdown Signals (\$260,000). **We are seeking a recommendation to allocate \$32,081,988 in Prop K funds, with conditions, and allocation of \$2,585,624 in Prop AA funds, with conditions, for ten requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules and amendment of the relevant 5-Year Prioritization Programs.**

9. Recommend Allocation of \$872,859 in Prop K Funds, with Conditions, to the San Francisco Municipal Transportation Agency for Geary Bus Rapid Transit (BRT) Environmental Review and Initial Construction Phase Improvements Planning, Subject to the Attached Fiscal Year Cash Flow Distribution Schedule and Amendment of the Relevant 5-Year Prioritization Program – ACTION*

In close collaboration with the San Francisco Municipal Transportation Agency (SFMTA), we are leading the environmental review phase for the Geary Bus Rapid Transit (BRT) Project, which has developed a refined set of project alternatives, identified a Staff-Recommended Alternative, and documented the environmental analysis of those alternatives in an Administrative Draft Environmental Impact Report/Statement (EIR/S) that is being submitted for local and federal agency review before circulating to the public. In response to Transportation Authority Board and other input seeking faster delivery of benefits to the corridor, SFMTA staff is conducting conceptual planning for a potential Initial Construction Phase set of near-term improvements to be implemented before the full project will seek federal funds for construction. SFMTA's request for \$872,859 will cover near-term improvement planning, as well as prior SFMTA work to support the EIR/S. The new allocation will free up \$389,927 in prior Geary BRT appropriations for increased consultant and Transportation Authority staff costs resulting from inclusion of the near-term improvements in the EIR/S and an extended schedule. The Finance Committee is concurrently considering related contractual actions at its December 9 meeting. Our Prop K recommendation includes re-directing \$10 million from current Geary BRT funding for design/construction of the Initial Phase (preliminary cost estimate of ~\$16 million) given that most of the scope includes permanent elements of the full BRT project) and reserves all the remaining Prop K funds for the full project. **We are seeking a recommendation to allocate \$872,859 in Prop K funds, with conditions, to the SFMTA for Geary BRT Environmental Review and Initial Construction Phase Improvements Planning, subject to the attached Fiscal Year Cash Flow Distribution Schedule and amendment of the relevant 5-Year Prioritization Program.**

10. T-Third Phase 3 Concept Study – INFORMATION*

Earlier this year, the Transportation Authority funded the T-Third Phase 3 Concept Study to assess the feasibility of extending the Central Subway rail service to North Beach and Fisherman's Wharf. The Central Subway Light Rail line, also known as the T-Third Phase 2, will be completed in 2018, providing rail service as far north as Washington Street in Chinatown. At the request of Commissioner Chiu and community members interested in the possibility of preserving corridor rights-of-way for a potential extension project, the San Francisco Municipal Transportation Authority (SFMTA), Transportation Authority, and Planning Department recently conducted the Concept Study to evaluate continuing rail service further north to Fisherman's Wharf. This high-level technical feasibility study evaluated the potential benefits, costs and constructability of alternative alignments in three sample corridors. The study finds that several concepts are technically feasible, and most score in the highest category of the Federal Transit Administration's cost effectiveness measures. All-underground concepts have the greatest benefits and remain cost effective despite higher costs. The study does not recommend a specific alternative or next steps, but is intended to inform several upcoming planning efforts (e.g. SFMTA's Rail Capacity Study and the San Francisco Transportation Plan update) which will consider this project's local and regional priority. **This is an information item.**

11. Introduction of New Items – INFORMATION

12. Public Comment

13. Adjournment

* Additional materials

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