



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

- | | Page |
|--|------|
| 1. Roll Call | |
| 2. Citizens Advisory Committee Report – INFORMATION* | 5 |
| Consent Calendar | |
| 3. Approve the Minutes of the November 18, 2014 Meeting – ACTION* | 13 |
| 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* | 17 |
| <p>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.</p> | |
| End of Consent Calendar | |
| 5. Recommend Appointment of Two Members to the Citizens Advisory Committee – ACTION* | 21 |

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*

25

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*

31

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*

37

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*

53

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*

67

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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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.

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

December 3, 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, John Larson, Eric Rutledge, Jacqueline Sachs, Raymon Smith, Peter Tannen, Christopher Waddling, and Wells Whitney. Transportation Authority staff members present were Drew Cooper, Amber Crabbe, Cynthia Fong, Chester Fung, Seon Joo Kim, Bob Masys, Anna LaForte, Maria Lombardo, Mike Pickford, and David Uniman.

2. Chair's Report – INFORMATION

Chair Davis reminded CAC members that election of the CAC Chair and Vice Chair take place in January. Maria Lombardo, Chief Deputy Director, announced that the Transportation Authority reached its 25th anniversary on the November election day and was planning on holding a series of celebrations throughout the upcoming year, including an appreciation gathering for past and present CAC members.

Consent Calendar

3. Approve the Minutes of the October 22, 2014 Meeting – ACTION

4. Adopt a Motion of Support for the Approval of the 2015 State and Federal Legislative Program – ACTION

5. Adopt a Motion of Support for Programming \$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 for Committing to Allocate the Prop K Funds for Construction of the Connector Road, with Conditions – ACTION

During public comment, Roland Lebrun pointed out that the swap was needed because the Federal Transit Administration funds could not be used for the road construction.

6. Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with WMH Corporation by \$5,400,000, for a Total Amount Not to Exceed \$11,300,000 to Complete Preliminary Engineering, Environmental Analysis, and Design Services for the Yerba Buena Island Bridge Structures and Authorize the Executive Director to Modify Non-Material Contract Terms and Conditions – ACTION

7. Adopt a Motion of Support for Exercising the Second One-Year Option of the Memorandum of Agreement (MOA) with the Office of Economic and Workforce Development and to Increase the MOA Amount by \$164,600, to a Total Amount Not to Exceed \$500,000, for CityBuild Services to Promote Workforce Development for Phase II of the Presidio Parkway Project and Authorizing the Executive Director to Modify Non-

Material Agreement Terms and Conditions – ACTION

8. **CAC Appointment – INFORMATION**
9. **Internal Accounting and Investment Report for the Three Months Ending September 30, 2014 – INFORMATION**
10. **Audit Report for the Fiscal Year Ended June 30, 2014 – INFORMATION**

Raymon Smith moved to approve the consent calendar. Eric Rutledge seconded the motion.

The motion was approved unanimously.

End of Consent Calendar

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

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

Wells Whitney asked if the Communications Based Overlay Signal System (CBOSS) and the electrified line would be useful for both Caltrain and high speed rail (HSR), and asked whether the station platform height was the only difference between the two systems as currently proposed. Mr. Zurinaga answered in the affirmative on the first two questions and for the third, responded that another potential difference between the train systems was the width of the trains. Mr. Zurinaga noted that it was critical for the California High Speed Rail Authority (CHSRA) and Caltrain to reach agreement on system compatibility.

Mr. Whitney asked about the reason for the cost increase. Mr. Zurinaga explained that at least \$150 million of the cost increase could be attributed to escalation. He stated additional factors included the changing construction environment and the need to increase the project contingency.

Mr. Whitney asked who had an authority to intervene if the CHSRA and Caltrain would not reach an agreement on a compatible system. Mr. Zurinaga responded that the Secretary of the State Transportation Agency (CalSTA), Brian Kelly, was aware of the issue and tracking the discussions. Maria Lombardo, Chief Deputy Director, added that it was good news that CalSTA had recently stepped up and really should interest in this topic. She added that the public would have additional opportunities to provide input on the project at the various public meetings where Caltrain and the CHSRA presented the plans to fill the funding Caltrain gap and at upcoming hearings that have been scheduled. She listed the Peninsula Joint Powers Authority (PCJPB), San Francisco Board of Supervisors, Metropolitan Transportation Commission, Transbay Joint Powers Authority, and Transportation Authority as likely venues. She offered to bring an update back to the CAC when information became available, perhaps after some of the upcoming compatibility hearings.

Brian Larkin asked about the crux of the platform height issue between Caltrain and the CHSRA. Mr. Zurinaga explained that each agency was advocating for a system that offered the best and most cost effective options for its service, for example, considering the number of manufacturers that produced vehicles with a certain height and resultant competition for vehicle procurement contracts. Mr. Larkin stated that taxpayers would have to bear the burden of paying for an incompatible system and he spoke in strong favor of ensuring compatibility now.

Mr. Zurinaga responded each agency was in the process of analyzing the trade-offs. Ms. Lombardo noted that a condition of the recommended Prop K allocation for Caltrain's Early

Investment Program, which was part of the next agenda item, required Caltrain to provide updates at the monthly meetings of the Peninsula Corridor Working Group, made up of signatories to the regional Memorandum of Understanding, on the progress made on compatible boarding heights technical analysis being conducted jointly by Caltrain and CHSRA staff. Ms. Lombardo added that Caltrain had delayed issuing a Request for Proposals (RFP) for vehicle procurement pending the Caltrain Board taking a policy action in the March-May timeframe.

Raymon Smith asked about the cause of the delay in the project schedule, and if the delay in issuing an RFP for vehicles would further delay the overall schedule and increase the cost. Mr. Zurinaga responded that the project had been on the shelf for years until funding was available and he clarified that the new RFP schedule had been taken into consideration as part of the revised project schedule. Ms. Lombardo added that another cause of overall delay was the result of a constructability review where Caltrain had to figure out how to stage construction since it could just shut down rail service to construct the project even though that would be faster.

During public comment, Roland Lebrun stated that San Francisco did not need electrification until HSR and the Downtown Extension to the Transbay Terminal was in place.

12. Adopt a Motion of Support for the 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

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

Myla Ablog stated that there had been an effort to initiate pedestrian signal improvements at the intersection of Webster Street and O'Farrell Street, but that location was not included in the Prop K request for Webster Street Pedestrian Countdown Signals. Craig Raphael, Transportation Planner from the San Francisco Metropolitan Transportation Agency (SFMTA), responded that he would look into it and that SFMTA was initiating a community transportation plan in the area. Jonathan Rewers, Manager of Capital Financial Planning and Analysis for SFMTA, further explained that signal projects were prioritized based on multiple factors, including existing infrastructure and collision rates. He said that the intersection in question might be currently in the planning phase and possibly in queue for implementation after completion of the design of the signals that were subject of the current request.

Raymon Smith asked if there was a list of continental crosswalk project locations. Ms. Kim responded that such a list was on page 104 of the enclosure.

Peter Tannen asked whether the proposed cycletrack on Market Street would be constructed in both directions and whether the buses that SFMTA proposed to procure for the Van Ness BRT service would be the same as the rest of the buses. Mr. Rewers replied that the cycletrack would be for both directions. He stated that SFMTA's policy was to purchase buses that were consistent in design so that buses can be used on any route, but that the buses for the BRT service might receive branding treatment to distinguish them from regular service bus. For instance, he said that new buses had the ability to use different colors on the electronic destination signs on the front of the buses.

Peter Tannen commented regarding the Mansell Corridor project that crossing that street as a hiker or bicyclist was difficult and that this project brought worthwhile improvements to an underserved area of the city and one that doesn't have a lot of bicycle facilities.

Given the large amount of Prop K funds being requested, Mr. Eric Rutledge asked SFMTA to

elaborate on the benefits of the Muni Metro East (MME) project before the CAC is asked to approve the Prop K funding request. Mr. Rewers replied that SFMTA's Real Estate and Facilities Vision for the 21st Century had identified the need for more space to accommodate its existing and future fleet; that SFMTA would be able to deploy historic streetcars faster if they were stored at MME; and that the new facility would allow for more on-site heavy maintenance and body work that currently required light rail vehicles to be moved off-site, which was expensive and kept vehicles out of service longer.

Chris Waddling stated that residents of the Dogpatch neighborhood discussed the possibility of moving the Mission Bay Loop turnaround further down or to the MME site. Mr. Waddling observed that the MME project before the CAC never came up in the discussions with the community. He suggested that had SFMTA communicated to the public its need for the MME project, it might have supported SFMTA's position on the loop discussion and facilitated the public dialogue. Mr. Rewers acknowledged Mr. Waddling's point and replied that the Mission Bay Loop was developed as part of Central Subway to facilitate service changes and was included in the original Environmental Impact Report for the Third Street Light Rail Project. Mr. Rewers added that storage needs at the MME facility were part of the reason SFMTA did not wish to change the location of the turnaround.

Mr. Tanner commented that, as a member of the Market Street Railway, he could testify that there had been a long history of historic streetcars being stored outside, and that the canopy over the storage area would be a good development. Jacqueline Sachs stated that, as a member of the Community Advisory Group for the Third Street Light Rail, she and the group supported the Mission Bay Loop project.

Chair Davis related that, despite his initial concern about using such a large amount of Prop K funds for the MME project, Mr. Rewer's explanations clarified its appropriateness.

Wells Whitney moved to approve this item, and Jacqueline Sachs seconded the motion.

During public comment, Roland Lebrun stated that Caltrain's electrification project would be the most expensive 50 miles of electrified track in the world and said that studies from Los Angeles and the United Kingdom estimated far lower costs for their respective systems.

Ed Mason asked regarding the MME project whether there would be sufficient capacity to accommodate possible expansions of historic streetcar routes to the Fort Mason and Golden Gate Park. Mr. Rewers responded that the existing and planned facilities would be able to accommodate the currently planned maximum expansion up to 85 vehicles, but that SFMTA would face storage capacity issues to accommodate any expansion beyond the current plan.

The motion was approved unanimously.

13. **Adopt a Motion of Support for Allocating \$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; for Authorizing the Executive Director to execute a Memorandum of Agreement with the San Francisco Planning Department for the Geary BRT Project Environmental Review Phase, in an Amount not to Exceed \$139,276, and to Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions; and for Assigning the Professional Services Contract with Jacobs Engineering Group to CirclePoint, Increasing the Amount of the Contract by \$225,000, to a Total Amount Not to Exceed \$4,409,489, for Environmental Analysis Services for the Geary BRT Project Environmental Impact Report/Statement, and Authorizing the Executive Director to**

Modify Non-Material Contract Terms and Conditions – ACTION

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

Jacqueline Sachs asked whether the project would be light-rail-ready. Mr. Fung replied that light rail would be beneficial, and that the current BRT project would not preclude eventually getting light rail on the corridor. He noted that light rail would cost much more, likely in the billion-dollar range, and that sufficient funds were available only for BRT at the moment.

Ms. Sachs expressed concern about moving bus stops with high transfer activity, making it harder to transfer between the 38 Geary and other bus lines, and that the project needed to consider seniors and the disabled. Mr. Fung clarified that bus stops at high transfer activity locations would not be moved if that would make transfers harder, and that the bus stops would be relocated from near- to far-side only if the conditions were right for that bus stop, which was the case for lower-ridership, non-transfer locations. He noted that, in locating bus stops, the project team looked at a number of factors, including site conditions and proximity to senior centers.

Ms. Sachs asked when the light rail project would advance, noting that the Prop K expenditure plan included funds for Geary light rail but that the recent Prop K five-year prioritization programs did not include any funds to advance that project. She added that previous Geary studies, including in 1989, had recommended light rail. Mr. Fung replied that although Prop K included a BRT project and a light rail project, the light rail project was identified as a Tier 3 priority that would be pursued if the tax revenue provided sufficient amounts to fund Tier 1 and Tier 2 priorities, which had not yet been the case. He added that the previous studies had recommended further consideration of both bus and light rail improvements.

Peter Tannen asked where the transit queue-jumps would be located. Mr. Fung replied that the queue-jumps were proposed at O'Farrell Street near the Union Square area, and Geary Boulevard westbound at Masonic Avenue, locations with high right-turn volumes.

Brian Larkin asked why the City Attorney budget was much higher than the San Francisco Planning Department's budget and whether it was related to the professional services contract modifications relating to CirclePoint. Mr. Fung replied that the City Attorney budget was provided for assistance in ensuring that the environmental documentation meets California Environmental Quality Act and National Environmental Policy Act legal requirements, not related to the professional services contract. He added that attorneys cost more on an hourly basis, which was in part why the City Attorney budget was higher than for the San Francisco Planning Department.

Mr. Larkin asked about the approach to filling the project's significant funding gap. Mr. Fung replied that the project's funding plan included \$44 million in Prop K funds and expected \$75 million from the federal Small Starts program, leaving a funding gap. He noted that the memo identified several potential new local and regional funding sources that would be pursued after the project completed the environmental review phase. Anna LaForte, Deputy Director for Policy and Programming, potential new revenue sources could include cap and trade, a new sales tax, a vehicle license fee, and a regional toll bridge measure.

Mr. Larkin acknowledged Ms. Sachs' concerns about bus stop relocation, but expressed support for the project team's proposal to move bus stops. He asked about the proposal for Park Presidio Boulevard. Mr. Fung replied that, for the full project's Staff Recommended Alternative, the proposal was to place the bus stop in the center of Geary just east of Park Presidio Boulevard, moving it from 14th Avenue, in order to make transfers to and from the 28 19th

Avenue line easier. Mr. Larkin clarified that he wanted to know about the near-term proposal there, noting that the unloading of passengers currently did not work well with the light timing, prompting people to walk without waiting for the light to change. Mr. Fung noted that because the full project might move the bus stops to the center of the street, the near-term proposal was to minimize the work to be done there, and instead to leave the stop at its current 14th Avenue location. He added that the project team was open to considering other suggestions.

Eric Rutledge expressed support for the colorized bus lanes. He also asked how the project would approach the issue of constructing elements in the near term that would need to be demolished for the full project. Mr. Fung replied that the project team specifically considered this issue and crafted the near-term Initial Construction Phase improvements to be a subset of the full project, in order to minimize any near-term work that would need to be demolished later. He noted as examples that the colorized bus lanes and near-term bus bulbs would be constructed in the same locations they would be proposed for the full project, rather than constructing them in one place and then moving them later.

During public comment, Roland Lebrun asked how the estimate of \$1 billion for light rail was arrived at, noting light rail projects in other cities that cost less on a per-mile basis. Mr. Fung noted that the recent T-Third light rail project cost was about \$1 billion, providing one data point, while keeping in mind that every corridor was different.

Raymond Smith moved to approve this item, and Wells Whitney seconded the motion.

The motion was approved unanimously.

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

Bob Masys, Senior Engineer, and Paul Bignardi, San Francisco Municipal Transportation Agency (SFMTA) Planner, presented the item per the staff memorandum.

Wells Whitney thanked the project team, mentioning that he was one of the advocates urging the study to take place. He stated it would be a shame to leave the hole and tunnel reaching North Beach without moving toward bringing rail service there.

Brian Larkin asked where this project falls in the Prop K program. Maria Lombardo answered that this project is not in the current Expenditure Plan, but when the Expenditure Plan becomes eligible to be modified and extended in year 20, this project could be included. The project could also be funded by a number of new and existing revenue measures, examples of which were provided in the memo.

Jacqueline Sachs asked about the genesis of the Kirkland Yard/Powell Street concept, and expressed concern about its suitability as a station site. Mr. Masys replied that the study drew from several sources, including earlier planning during Phase 2 and a more recent SPUR Charrette. He noted that the comparison of the routes was included in the report from a technical perspective so that the public and future decision-makers can be informed about the options. Ms. Sachs stated that we must prioritize our existing priority projects now if voters will be asked to extend Prop K in a few years.

Christopher Waddling expressed concern that the length of the T-line may cause the southern portion of the line to receive poor service compared to the northern portion. Mr. Masys stated that while the T-Line's central zone between Caltrain and Market Street is the area of highest ridership loads, all of the line will benefit from the high capacity and frequencies that the line will require. Mr. Bignardi noted that the zone south of Mission Bay Loop is planned to have two-car trains at peak headways between 5 and 7 minutes, which is as frequent as the highest

ridership metro lines today; this will be a large increase in capacity from present day T-Line service.

John Larson asked if there is a longer term plan to take the T-Line further west, toward the Marina, and if a one-way loop precludes that further extension. Mr. Bignardi noted that the report discusses options for further extension, and that none of the studied phase 3 alignments would preclude further extension. For example, the one-way loop could be a separate branch while a western extension joins the subway at North Beach. The desirability and details of a phase 4 would depend on the support and interests of the neighborhoods involved, but phase 3 designs could take into account further extension.

Chair Davis stated that this project will be a complex community process given the diversity of communities along the line, and encouraged constructive conversation including on topics such as raised by Mr. Waddling. Mr. Masys agreed, saying that the T-Line can serve as a spine to strengthen connections between these communities.

During public comment, Roland Lebrun stated that the study had done a lot of good work, but expressed concern about fire and life safety issues that would arise from using a one-way loop.

15. Introduction of New Business – INFORMATION

Chair Davis stated his decision not to seek reappointment to the CAC. Chris Waddling and Jacqueline Sachs expressed appreciation for Chair Davis's service on behalf of CAC members.

There was no public comment.

16. Public Comment

There was no public comment.

17. Adjournment

The meeting was adjourned at 8:10 p.m.



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DRAFT MINUTES

PLANS AND PROGRAMS COMMITTEE

Tuesday, November 18, 2014

1. Roll Call

Chair Mar called the meeting to order at 10:14 a.m. The following members were:

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

Absent at Roll Call: Commissioners Campos and Kim (entered during Item 7) (2)

2. Citizen Advisory Committee Report – INFORMATION

Brian Larkin, Citizens Advisory Committee (CAC) member, reported that at its October 22 meeting, the CAC considered and unanimously passed Item 4 from the agenda.

Consent Calendar

Chair Mar removed Item 4 from the Consent Calendar to be considered as a separate item for a member of the public who wished to speak on that item.

3. Approve the Minutes of the October 7, 2014 Meeting – ACTION

There was no public comment.

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

Ayes: Commissioners Breed, Mar and Yee (3)

Absent: Commissioners Campos and Kim (2)

End of Consent Calendar

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

During public comment, Roland Lebrun questioned the need for Caltrain to rehabilitate the F40 locomotives. Mr. Lebrun stated the F40 locomotives were not capable of pulling six passenger cars. Mr. Lebrun added if the F40 locomotives remained in service they would not be able to travel to the Transbay Terminal, thereby preventing the opportunity to decommission the rail yard at the 4th and King station. Mr. Lebrun recommended Caltrain replace the diesel engine to enable the locomotive to pull six passenger cars and reduce emissions, thereby being eligible for Air District grants.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Mar and Yee (3)

Absent: Commissioners Campos and Kim (2)

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

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

Chair Mar stated the effort would be less intense than the original San Francisco Transportation Plan process, and would be focused and streamlined to identifying the needs of San Francisco and regional partners.

There was no public comment.

6. **BART Vision Update – INFORMATION**

Ellen Smith, Acting Manager for Strategic and Policy Planning at the Bay Area Rapid Transit District (BART), presented the item.

Commissioner Yee asked whether BART had considered serving Treasure Island in future expansions. Ms. Smith stated BART examined an alignment serving Treasure Island, but had concerns regarding rising tides and the alignment angle needed to serve the South of Market Area, which would be an important area to serve given the projected population and employment growth. She added an alignment serving Treasure Island would be further considered.

Chair Mar asked what would be the cost of expansion. Ms. Smith stated cost estimates were unknown and alignment considerations would affect cost estimates. Ms. Smith added the cost would likely be in the billions of dollars.

Chair Mar asked for clarification regarding the Budget Czar game, which Ms. Smith had referenced in her presentation. Tilly Chang, Executive Director, stated the game was an interactive survey conducted during the outreach for the San Francisco Transportation Plan (SFTP), which asked the public to select investments based on a budget. Ms. Smith stated BART was impressed with the Budget Czar game and modified the concept for the BART Vision effort to include selection of funding sources, prioritization of projects, and outcomes and benefits. Chair Mar stated his desire to add density and other information to allow the public to understand the impacts on neighborhoods from the addition of a BART station. Ms. Smith stated the BART survey showed users benefits related to air quality, congestion, and equity based on user selection of projects.

Ms. Chang stated the Transportation Authority was coordinating with BART on the capacity study for Embarcadero and Montgomery stations, and on the Transit Core Capacity Study. Ms. Chang said the SFTP included analysis of BART investments and included an order of magnitude estimate of \$10 billion for a second BART tube and related investments. Ms. Chang added that reliability would be important to maintain BART's branding, therefore protected transit lanes and coordination with the Freeway Corridor Management Study would be critical if BART were to provide bus service. She added proposed turn backs and crossover tracks would allow BART to turn trains back to provide increase reliability and frequency of service in the urban core. She added BART would coordinate with the San Francisco Municipal Transportation Agency's Rail Capacity Study to ensure joint investment.

Chair Mar expressed satisfaction with BART's short list of potential projects. Chair Mar expressed the need to connect the westside of the city with rapid transit that were not well served by BART. He also noted that he would make an effort to avoid using BART to the beach

nomenclature, which can be misleading. He emphasized that what was really important was connected key destinations in Districts 1, 2, and 5.

During public comment, Roland Lebrun spoke on the need to connect the Transbay Terminal with the East Bay through high-speed rail.

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

Luiz Zurinaga, Project Management Oversight Consultant, presented the item per the staff memorandum.

Chair Mar thanked Mr. Zurinaga for organizing a tour of San Francisco Municipal Transportation Agency's (SFMTA's) facilities, including the Islais Creek site, to highlight SFMTA's infrastructure needs. Mr. Zurinaga offered to additionally organize tours of SFMTA facilities for interested Commissioners.

Commissioner Yee asked where the facility was located. Mr. Zurinaga stated the facility was located south of Cesar Chavez Street near Interstate 280.

There was no public comment.

8. Introduction of New Items – INFORMATION

There was no public comment.

9. Public Comment

There was no public comment

10. Adjournment

The meeting was adjourned at 11:00 a.m.



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Memorandum

Date: 12.03.14 *RE:* Plans and Programs Committee
December 9, 2014

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

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

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – 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

Summary

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.**

BACKGROUND

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. The Transportation Authority's actions to date regarding the bridge replacement and connector road projects are summarized below:

- March 2012 (Resolution 12-52): appropriated \$74,000 in Prop K funds to vet Caltrain's bridge replacement options and develop a preliminary Quint-Jerrold Connector Road design concept.
- December 2012 (Resolution 13-22): recommended Option 1: Berm Design for the bridge replacement project; allocated \$352,184 in Prop K funds to San Francisco Public Works for conceptual design and environmental review for the connector road; and appropriated \$49,843 in Prop K funds for development of a local business outreach strategy.

- July 2013 (Resolution 14-09): selected Option 1: Berm Design for the preferred option for the bridge replacement project, to be implemented in coordination with the connector road.
- September 2014 (Resolution 15-09): appropriated \$89,000 to refine and implement a workforce development and local contractor participation strategy for the bridge replacement and connector road projects.

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 purpose of this memorandum is to seek a recommendation for a fund swap and related programming actions that will enable Caltrain to contribute \$4 million to the Quint-Jerrold Connector Road.

DISCUSSION

The source of Caltrain's contribution to the Quint-Jerrold Connector Road Project is \$4 million in FTA funds that Caltrain was anticipating to use on the bridge replacement project, but were no longer needed when the lower cost berm design was selected as the preferred option. The FTA funds cannot be applied directly to the connector road due to eligibility restrictions. The San Francisco Municipal Transportation Agency (SFMTA), which is a member of PCJPB, has graciously agreed to facilitate the aforementioned swap through its Radio Communications Systems and CAD Replacement project (Radio Project).

In September 2009, through Resolution 10-17, the Transportation Authority allocated \$69.7 million in Prop K funds to SFMTA's Radio Project which will replace its aging transit radio communications system with an up-to-date interoperable digital system. The \$116 million Radio Project is able to accept the \$4 million in FTA funds, freeing up an equivalent amount of Prop K funds that can be programmed to the connector road. The Radio Project would be held harmless by the swap.

The Metropolitan Transportation Commission (MTC), which programs the subject FTA funds, has asked that the Transportation Authority Board take action to codify its support for the aforementioned swap and to commit to allocate \$4 million in Prop K funds to the connector road. In order to ensure that the Radio Project is held harmless, our recommended action is conditioned upon the FTA's approval of programming \$4 million in FTA transit formula funds to the Radio Project, anticipated in February 2015. Shortly thereafter, an equivalent amount of Prop K funds will be de-obligated from the Radio Project and programmed in Fiscal Year 2015/16 to the Quint-Jerrold Connector Road Project. Currently, we anticipate that construction of the Quint-Jerrold Connector Road would begin in summer 2016. We would bring a Prop K allocation request to this committee in Spring 2016, closer to its construction start date.

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.

ALTERNATIVES

1. 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 FTA funds from PCJPB, and committing to allocate the Prop K funds for construction of the connector road, with conditions.

2. 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 FTA funds from PCJPB, and committing to allocate the Prop K funds for construction of the connector road, with conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC considered this item at its December 3 meeting, and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This action would authorize the Transportation Authority to de-obligate \$4 million in Prop K funds from the Radio Communications Systems and CAD Replacement Project and to program them in Fiscal Year 2015/16 the Quint-Jerrold Connector Road Project. There would be no impact on the adopted Fiscal Year 2014/15 budget. When the Board allocates the funds for connector road, anticipated next fiscal year, the funds would be reflected in that year and subsequent years' budgets as appropriate.

RECOMMENDATION

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 FTA funds from PCJPB, and committing to allocate the Prop K funds for construction of the connector road, with conditions.



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Memorandum

Date: 12.05.14 **RE:** Plans and Programs Committee
December 9, 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 for Policy and Programming *mel*

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Appointment of Two Members to the Citizens Advisory Committee

Summary

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.**

BACKGROUND

There are two vacancies on the Citizens Advisory Committee (CAC) requiring Plans and Programs Committee action. The vacancies are the result of the term expirations of Glenn Davis and Chris Waddling. There are currently 11 applicants to consider for the existing vacancies.

DISCUSSION

The CAC is comprised of eleven members. The selection of each member is recommended at-large by the Plans and Programs Committee (Committee) and approved by the Transportation Authority Board. Per Section 6.2(f) of the Transportation Authority's Administrative Code, the eleven-member CAC:

“...shall include representatives from various segments of the community, including public policy organizations, labor, business, senior citizens, the disabled, environmentalists, and the neighborhoods; and reflect broad transportation interests.”

An applicant must be a San Francisco resident to be considered eligible for appointment. Attachment 1 is a tabular summary of the current CAC composition. Attachment 2 provides similar information on current applicants for CAC appointment. Applicants are asked to provide residential location and areas of interest. Applicants provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and e-mail blasts to community-based

organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority.

All applicants have been advised that they need to appear in person before the Committee in order to be appointed, unless they have previously appeared before the Committee. An asterisk following the candidate's name in Attachment 2 indicates that the applicant has not previously appeared before the Committee.

ALTERNATIVES

1. Recommend appointment of two members to the CAC.
2. Recommend appointment of one member to the CAC.
3. Defer action until additional outreach can be conducted.

CAC POSITION

None. The CAC does not make recommendations on appointment of CAC members.

FINANCIAL IMPACTS

None.

RECOMMENDATION

None. Staff does not make recommendation on appointment of CAC members.

Attachments (2):

1. Current CAC Members
2. CAC Applicants

Enclosure:

1. CAC Applications

Attachment 1

CITIZENS ADVISORY COMMITTEE ¹

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
Glenn Davis, Chair	NP	NP	8 ²	Mission	Neighborhood	May 09	Dec 14
Christopher Waddling, Vice Chair	NP	NP	10	Silver Terrace/Bayview	Environmental, Neighborhood	Dec 12	Dec 14
Wells Whitney	NP	NP	3	Telegraph Hill	Environmental, Neighborhood, Public Policy, Senior Citizen	May 13	May 15
Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood	Jun 97	Jul 15
Myla Ablog	F	Filipina	5	Japantown	Environmental, Neighborhood	Sep 13	Sep 15
Eric Rutledge	NP	NP	4	Outer Sunset	Environmental, Neighborhood, Public Policy	Nov 13	Nov 15
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 16
John Larson	NP	NP	7	Miraloma Park	Neighborhood, Public Policy	Mar 14	Mar 16
Angela Minkin	F	C	11	Excelsior	Environmental, Neighborhood, Public Policy	May 12	May 16
Raymon Smith	NP	NP	6	NP	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	July 14	July 16
Brian Larkin	NP	NP	1	Richmond	Neighborhood	May 04	Sep 16

A – Asian American AA – African American C – Caucasian H – Hispanic NA – Native American NP – Voluntary Information, Not Provided

¹ Shading denotes open seats on the CAC.

² District was 9 when appointed, revised to 8 as a result of redistricting in 2012.

Attachment 2 (Updated 12.05.14)

APPLICANTS

Name	Ethnicity	Gender	District	Neighborhood	Affiliation/Interest
1 Rachel Frederick*	NP	NP	4	Central Sunset	Business, Environmental, Neighborhood, Public Policy
2 Aaron Goodman	NP	NP	11	Lakeside/ Parkmerced	Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen
3 Tom Hubbard*	C	M	5	Cole Valley	Environment, Neighborhood
4 Michele Jacques	NP	NP	7	Oceanview	Neighborhood, Public Policy
5 Johnny Jaramillo*	NA	M	2	Van Ness Corridor	Business, Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen
6 Santiago Lerma*	H	M	9	Mission	Business, Environmental, Labor, Neighborhood, Public Policy
7 Jessica Lunney	C	F	2	Cow Hollow	Business, Environmental, Neighborhood, Public Policy
8 Catherine Orland	C	F	9	Mission	Business, Environmental, Labor, Neighborhood, Public Policy
9 Glenn Rogers	NP	NP	7	NP	Business, Disabled, Environmental, Labor, Neighborhood, Senior Citizen
10 Daniel Sisson	H/C	M	1	Inner Richmond	Neighborhood
11 Howard Strassner*	NP	NP	7	NP	Environmental, Neighborhood, Public Policy, Senior Citizen
12 Chris Waddling	NP	M	10	Silver Terrace/ Bayview	Neighborhood

A – Asian American AA – African American C – Caucasian H – Hispanic NA – Native American NP – Voluntary Information, Not Provided

* Applicant has not appeared before the Plans and Programs Committee.



Memorandum

Date: 12.01.14 **RE:** Plans and Programs Committee
December 9, 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 *D+ell.*

Through: Tilly Chang – Executive Director *TCC*

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

Summary

The Transportation Authority has a 13-member Geary Corridor Bus Rapid Transit (BRT) Citizens Advisory Committee (GCAC). There 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.**

BACKGROUND

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

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

- Advise on the study scoping to identify the alternatives for analysis;
- Advise on the selection of a preferred alternative based on project benefits and expected environmental impacts;
- Advise on strategies to mitigate any negative environmental impacts; and

- Advise on strategies for effective outreach and assist with outreach to neighborhoods and other stakeholders.

The purpose of this memorandum is to present the applications received for the one open seat on the GCAC and to seek a recommendation to appoint one member to the GCAC for a two-year term.

DISCUSSION

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

The current GCAC membership and structure are shown in the table below. There is one vacant seat representing at-large interests on the GCAC due to the expiration of member Winston Parsons' term. Mr. Parsons has indicated that he is seeking reappointment.

GCAC Current Membership

Geographic Representation	Seats on GCAC	Term Expires	Member(s)
Richmond	3	Apr 2016 Sept 2015 Oct 2015	J. Foerster J. Fong J. Swan
Japantown/Fillmore	3	Sept 2015 Jan 2016 Mar 2016	B. Horne R. Hashimoto A. Spires
Tenderloin/Downtown	2	Sept 2015 Jul 2015	P. Gallotta R. Marshall
At-Large	5	Apr 2016 Oct 2015 Sept 2015 Sept 2015 Nov 2014	M. H. Brown P. Chan J. Goldberg J. John <i>W. Parsons (expired)</i>

Recruitment: We solicited GCAC applications in November 2014 through the Transportation Authority's website and social media accounts and an e-blast to community members and organizations with interest in the Geary corridor. Additional notification activities for multiple GCAC vacancies were conducted in 2013, including posting of advertisements in buses and shelters along the corridor, and applicants to the GCAC in 2013 were notified of the current vacancy.

Applicant Pool: We have received applications from three candidates in addition to Winston Parsons, who is seeking reappointment. Attachment 1 provides a matrix summarizing the applications, including information about each person's affiliation to and interest in the Geary Corridor BRT project. Applicants were informed of the opportunity to speak on behalf of their candidacies at the December 9

Plans and Programs Committee meeting. Applicants were advised that appearance before the Committee is strongly encouraged, but not required, for appointment. Staff provides information on applicants but does not make recommendations on these appointments.

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

ALTERNATIVES

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

CAC POSITION

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

FINANCIAL IMPACTS

None.

RECOMMENDATION

Recommend appointment of one member to the GCAC.

Attachment:

1. Applicant and Current Member Matrix

Enclosure:

1. Applications

Attachment 1. Geary BRT Citizens Advisory Committee Members and Applicants, December 2014

Member/ Applicant Status	Name	Corridor Relationship / Interest / Affiliation					Residence		Work		Self-Identified:					
		Resident	Business	Employee	Transit	Environment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	Gender	Ethnicity	
Richmond (3 seats, no vacancies)																
Member, term exp. Apr 2016	Margie Hom Brown	x			x		x				1	Richmond			F	Chinese
Member, term exp. Sep 2015	Joanna Fong	x		x							1	Richmond			F	Chinese
Member, term exp. Oct 2015	Jette Swan	x		x							2	Inner Richmond			F	Mixed
Japantown/Fillmore (3 seats, no vacancies)																
Member, term exp. Jan 2016	Richard Hashimoto	part- time	x		x				Japantown Merchants Association	NA	5	Vallejo, CA (part-time in W. Addition)	5	Japantown	M	Japanese American
Member, term exp. Sep 2015	Benjamin Horne	x	x		x					5	3	Lower Pac Heights/ Upper Fillmore	3	Union Square/ Lower Pac Heights	M	
Member, term exp. Mar 2016	Austin Spires	x		x						5	6	Fillmore	6	SOMA	M	
Tenderloin/Downtown (2 seats, no vacancies)																
Member, term exp. Sep 2015	Peter Gallotta	x			x				LGBT	6	6	Tenderloin	6	Civic Center	M	
Member, term exp. July 2015	Richard Marshall	x		x					LGBT	6	6	Tenderloin	6	Tenderloin	M	

Member/ Applicant Status	Name	Corridor Relationship / Interest / Affiliation							Residence		Work		Self-Identified:		
		Resident	Business	Employee	Transit	Environ- ment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	Gender	Ethnicity
At-Large (5 seats, 1 vacant)															
Member, term exp. Oct 2015	Paul Chan	x	x		x					1	Richmond	1	Richmond	M	
Member, term exp. Apr 2016	Jonathan Foerster	x			x					1	Richmond			M	
Member, term exp. Sep 2015	Jonathan Goldberg	x		x	x			SF Beautiful		5	Lower Pac Heights			M	Caucasian
Member, term exp. Sep 2015	Jolsna M John	x								2	Lower Pac Heights			F	South Asian
Exp. member, seeking reappointment	Winston Parsons	x			x			Pedestrian and bicycle advocate		2	Inner Richmond/ Jordan Park	6	SOMA	M	
Applicant	Jason Jungreis	x			x			Economics		1	Outer Richmond	3	Financial District	M	Caucasian
Applicant	Patrick Kennedy	x	x		x					1	Inner Richmond	3	Russian Hill/ North Beach	M	Caucasian
Applicant	Victoria Stephens	x			x		x			1	Richmond			F	Caucasian



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Memorandum

Date: 12.03.14 **RE:** Plans and Programs Committee
December 9, 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 *LS*

Through: Tilly Chang – Executive Director *TC*

Subject: **INFORMATION** – Major Capital Projects Update – Caltrain Early Investment Program

Summary

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.**

BACKGROUND

The Peninsula Corridor Joint Powers Board's (PCJPB) Electrification project will replace Caltrain's existing diesel service with a fully-electrified service from the 4th and King station in San Francisco to the Tamian station in San Jose. This project is one of the signature projects of the Prop K Expenditure Plan. It is also one of the main components of the Caltrain Modernization program, which provides the commuter rail system with the strategic vision to improve system performance while minimizing equipment and operating costs, and is critical to the long-term financial sustainability of Caltrain. The electrification infrastructure project includes the installation of two substations for traction power, poles and an overhead contact system, signal and grade crossing circuitry changes, and the acquisition of electric rolling stock, known as electric multiple units (EMUs), to replace the majority of the current diesel trains. The project will extend for 52 miles from San Francisco to San Jose. It will result in faster and more frequent service, and reduction of air pollutant emissions, noise, and vibration.

On April 24, 2012, through Resolution 12-62, the Transportation Authority Board authorized the Executive Director to execute, with conditions, a Memorandum of Understanding (MOU) with the

California High-Speed Rail Authority (CHSRA), the Metropolitan Transportation Commission, and six other local and regional entities to establish a funding framework for a High-Speed Rail Early Investment Strategy for a blended system in the Peninsula Corridor. The Early Investment Strategy, also known as the Early Investment Program, consists of three components: the Communications Based Overlay Signal System (CBOSS) (also known as Positive Train Control (PTC)), the 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 railroad. The program will modernize the corridor, reduce train related emissions by up to 90 percent, provide faster and increased service to more stations, and will prepare the Caltrain system for shared use with High-Speed Rail.

DISCUSSION

The purpose of this memorandum is to update the Plans and Programs Committee on the status of the Early Investment Program.

Budget: As summarized below, the total Early Investment Program budget established in 2009 and included in the 2012 MOU referenced in the prior section was estimated at \$1.456 billion. However, the initial budget has been recently updated by Caltrain staff, resulting in an increase in the range of \$249 to \$306 million, resulting in a new projected cost of \$1.7 to \$1.76 billion. The cost increases only impact the electrification portion of the program and not CBOSS. Caltrain staff is in the process of evaluating mitigation measures in preparation for recommending a new budget to their Board. The current adopted cost estimate is shown below.

Early Investment Program Costs (in \$ millions)	
CBOSS/Positive Train Control	\$231
Electrification	\$785
Vehicles - Electric Multiple Units	\$440
TOTAL	\$1,456

Funding: The 2012 Blended System MOU Funding Plan for the previously adopted budget is shown below. It commits each of the three PCJPB members (San Francisco, San Mateo and Santa Clara counties) to a local contribution of \$60 million each for the Early Investment Program for the Peninsula Corridor. The Transportation Authority has committed funds to cover a total of \$20,860,000 of San Francisco's \$60 million JPB member local contribution. These funds are primarily Prop K sales tax with a small amount of previously programmed State Regional Improvement Program funds. With the approval by the voters of the city's General Obligation Bonds on November 4, 2014, the remaining \$39 million of San Francisco's commitment were secured. Allocation of a third tranche of Prop K funds for the Early Investment Program is included as a separate Prop K allocation item on the December 9 Plans and Programs agenda.

As mentioned above, the updated budget for the project has resulted in projected increases in the range of \$249 to \$306 million. These increases only affect the Electrification project. CBOSS remains fully funded. Further, conversations with the CHSRA regarding compatibility of the future electrified Caltrain vehicles with a blended High-Speed Rail/electrified Caltrain system in the peninsula corridor are

ongoing and could result in additional changes (see Challenges section). The funding partners are in the process of identifying potential sources of additional funds and developing strategies to secure them. Some of the ideas being considered to bridge the funding gap include: PCJPB fare increases, bridge tolls, state cap and trade (including High-Speed Rail funds), Federal Transit Administration (FTA) Core Capacity, and FTA Vehicle Replacement program. PCJPB is also evaluate financing mechanisms such as a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan or revenue bonds backed by fare revenues.

Program Funding by Source (in \$ millions)	
PCJPB Member Agency Contributions	\$180
San Mateo County Transportation Authority (Currently Available)	\$11
Caltrain CBOSS/PTC	\$4
<i>Subtotal Local</i>	<i>\$195</i>
Prop 1A Connectivity	\$106
Prop 1A High-Speed Rail Authority	\$600
Prop 1B Caltrain	\$24
<i>Subtotal State</i>	<i>\$730</i>
Federal RR Admin. for CBOSS/PTC	\$17
Federal Transit Admin prior/current obligations	\$43
Federal Transit Admin future obligations	\$440
<i>Subtotal Federal</i>	<i>\$500</i>
MTC Bridge Tolls	\$11
BAAQMD Carl Moyer*	\$20
<i>Subtotal Regional</i>	<i>\$31</i>
TOTAL	\$1,456

*Bay Area Air Quality Management District (BAAQMD) Carl Moyer funds.

Schedule: Caltrain is proceeding with the implementation of the Early Investment Program. Work is underway on the design/build contract for CBOSS. Its schedule anticipates system installation from

September 2013 to June 2015, testing/commissioning from September 2014 to October 2015, and system acceptance from October 2015 to May 2016. The CBOSS schedule is depicted below.

CBOSS Schedule

Activities	2012					2013					2014					2015					2016														
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M
1. Preliminary Design																																			
2. Critical Design																																			
3. Final Design																																			
4. System Procurement																																			
5. System Installation																																			
6. Testing/Commissioning																																			
7. System Acceptance																																			

The schedule for Electrification was recently updated but has not been adopted yet. PJPB’s new schedule projection is that electrified service will begin between winter 2020 and spring 2021 compared to the original winter 2019 projection. RFPs for Electrification and vehicles are scheduled to be released in early 2015, with the latter pending the outcome of discussions between PCJPB and CHSRA regarding compatibility of the vehicle specifications.

Status: On January 27, 2012 the PCJPB issued the notice-to-proceed for the \$231 million CBOSS design-build contract. Since then, the contractor has completed final design and started construction and equipment installation in November 2013. In August 2014, the contractor completed the buildout and equipment installation of the Backup Central Control Facility. The project is on track for completion by May 2016.

The PCJPB and its consultants are nearing completion of the environmental work required to clear the Electrification project. This work consists of an update of the California Environmental Quality Act Environmental Impact Report (EIR) completed in 2009, when the project was put on hold due to lack of funding. On the National Environmental Policy side, the FTA issued a Finding of No Significant Impact in 2009. Certification of the EIR is scheduled for January 2015. In parallel, Caltrain staff has started the procurement process for the design-build electrification contract and the vehicles manufacture contract.

In accordance with the MOU, the Transportation Authority, together with the other signatories established the Peninsula Corridor Working Group, which is tasked with providing oversight and guidance to Caltrain. The group meets on a monthly basis to discuss progress and issues.

DBE/SBE Program: Until recently it has been Caltrain’s policy to have an agency-wide goal for DBE participation rather than project-specific goals. The current goal is 12.5%. Actual DBE participation for Fiscal Year 13/14 was 8%. Actual participation to date on the CBOSS project is 2.9%; Caltrain expects this participation to increase during the implementation phase. Signaling a change of policy, Caltrain staff has been working on project-specific goals. On December 4, the PCJPB adopted a 5.2% goal for the electrification project.

Challenges: The budget for the program was developed in 2009, when electrification was scheduled for completion in 2015. As noted above, Caltrain staff and consultants recently completed an update to the cost and schedule, which resulted in projected cost increases in the range of \$249 to \$306 million and a schedule extension of one to two years for electrification. The PCJPB and the funding partners need to identify potential sources of funds and develop strategies to secure them.

Caltrain's decisions about the design of electric rail vehicles will fundamentally affect service in the peninsula for the foreseeable future. While the CHSRA has selected a vehicle design whose floor height is approximately 50", Caltrain has indicated intent to specify vehicles whose floor height is approximately 25". Caltrain and the CHSRA must embrace compatibility as a policy imperative in order to accommodate ridership demand. That is why we have been advocating for compatibility for over two years. Platform height is possibly the most important factor in achieving compatibility and true interoperability. We are closely following the developments on this issue, together with stakeholders at the local, regional and state level.

We have been informed that significant progress has been made on this issue. Caltrain and CHSRA have recently become very engaged in discussions on compatibility and preliminary reports indicate that they may be near to an agreement on a common platform height. We are cautiously optimistic that a final resolution will be reached early next year.

This is an information item.

ALTERNATIVES

None. This is an information item.

CAC Position

The CAC was briefed on this item at its December 3 meeting

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

None. This is an information item.



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Memorandum

Date: 12.03.14 **RE:** Plans and Programs Committee
December 09, 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 \$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

Summary

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.**

BACKGROUND

We have received ten requests for a combined total of \$32,081,988 in Prop K funds and \$2,585,624 in Prop AA funds to present to the Plans and Programs Committee at the December 9, 2014 meeting, for potential Board approval on December 16, 2014. As shown in Attachment 1, the requests come from the following Prop K and Prop AA categories:

- Prop K Electrification
- Prop K New and Renovated Vehicles – Muni
- Prop K Rehabilitate/Upgrade Existing Facilities – Muni
- Prop K Guideways – BART
- Prop K Bicycle Circulation/Safety
- Prop K Pedestrian Circulation/Safety
- Prop K Transportation/Land Use Coordination
- Prop AA Street Repair and Reconstruction; and

- Prop AA Pedestrian Safety

The purpose of this memorandum is to present the Prop K and Prop AA requests to the Plans and Programs Committee, and to seek a recommendation to allocate these funds, with conditions, and amendment of the relevant 5YPPs.

DISCUSSION

Attachment 1 summarizes the ten requests for Prop K and Prop AA 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 Committee may have.

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 5YPPs.

ALTERNATIVES

1. 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 5YPPs.
2. 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 5YPPs, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The Citizens Advisory Committee (CAC) was briefed on this item at its December 3, 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 \$32,081,988 in Fiscal Year 2014/15 Prop K funds, with conditions, and allocate \$2,585,624 in Prop AA 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.

The Prop AA Fiscal Year 2014/15 Capital Budget (Attachment 6) shows the recommended cash flow

distribution schedules for the subject Prop AA allocation requests, and Attachment 7 contains a cash-flow-based summary table of the Fiscal Year 2014/15 allocations to date, including the subject Prop AA 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 \$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 5YPPs.

Attachments (7):

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
6. Prop AA Capital Budget 2014/15
7. Prop AA 2014/15 Fiscal Year Cash Flow Distribution – Summary Table

Enclosure:

1. Prop K/Prop AA Allocation Request Forms (10)

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		Phase(s) Requested	District
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	6	PCJPB	Caltrain Early Investment Program	\$ 7,470,000	\$ -	\$ 1,421,510,000	89%	99%	Design, Construction	6, 10
Prop K	17M	SFMTA	Replace 60 New Flyer 60-Foot Trolley Coaches	\$ 20,831,776	\$ -	\$ 103,750,724	84%	80%	Procurement	Citywide
Prop K	20M	SFMTA	Muni Metro East Paint & Body Shop and Historic Car Storage Structure	\$ 1,600,900	\$ -	\$ 1,600,900	90%	0%	Environmental	10
Prop K	22B	BART	Transbay Tube Cross-Passage Doors Replacement	\$ 250,000	\$ -	\$ 500,000	78%	50%	Design	6
Prop K	39	SFMTA	Market Street Green Bike Lanes and Raised Cycletrack	\$ 758,400	\$ -	\$ 1,080,400	28%	30%	Construction	5, 6, 8
Prop K	40	SFMTA	WalkFirst Continental Crosswalks	\$ 423,000	\$ -	\$ 423,000	25%	0%	Construction	Citywide
Prop K	40, 44	Public Works	ER Taylor Elementary School Safe Routes to School	\$ 53,715	\$ -	\$ 298,044	39%	82%	Construction	9
Prop K	40, 44	Public Works	Longfellow Elementary School Safe Routes to School	\$ 126,443	\$ -	\$ 603,938	34%	79%	Construction	11
Prop K, Prop AA	44, Street	SFMTA	Mansell Corridor Improvement	\$ 572,754	\$ 2,325,624	\$ 4,526,224	40%	87%	Construction	9, 10, 11
Prop AA	Ped	SFMTA	Webster Street Pedestrian Countdown Signals	\$ -	\$ 260,000	\$ 260,000	NA	NA	Design	2, 5
			TOTAL	\$ 32,086,988	\$ 2,585,624	\$ 1,534,553,230	88%	98%		

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 BART (Bay Area Rapid Transit District), PCJPB (Peninsula Corridor Joint Powers Board (Caltrain)), and SFMTA (San Francisco Municipal Transportation Agency).

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
6	PCJPB	Caltrain Early Investment Program	\$ 7,470,000	\$ -	Prop K funds will provide the Fiscal Year 2014/15 share of San Francisco's \$60 million commitment to the Caltrain Early Investment Program, which consists of Caltrain Communications Based Overlay Signal System/Positive Train Control (CBOSS/PTC), electrification of the line, and the purchase of electric-multiple unit vehicles. These projects will reduce emissions, provide faster service, and will prepare Caltrain for shared use with High Speed Rail. The current request will provide funding for the construction of the CBOSS/PTC and completion of environmental clearance and preparation of the project delivery request for proposals for electrification.
17M	SFMTA	Replace 60 New Flyer 60-Foot Trolley Coaches	\$ 20,831,776	\$ -	Prop K funds will provide the local match for \$83.3 million in Federal Transit Administration (FTA) funds to replace 60 60-foot trolley coaches that were placed in service in 1993-1994 and have exceeded the FTA's useful life policy of 15 years. Only 28 of the vehicles remain in service. The SFMTA has entered into a joint procurement contract with King County Metro (Seattle) to purchase these articulated trolley coaches. SFMTA anticipates the first vehicle to be delivered in April 2015 and the final vehicle to be delivered by November 2016. Some of the replacement vehicles will be used for Van Ness Bus Rapid Transit service.
20M	SFMTA	Muni Metro East Paint & Body Shop and Historic Car Storage Structure	\$ 1,600,900	\$ -	Prop K funds will be used for the environmental phase of a new paint and body shop and historic streetcar canopy over storage tracks at the Muni Metro East maintenance facility. The new paint and body shop will consolidate the body and paint facilities and accommodate all vehicle types in the SFMTA fleet which will allow better use of staff and other resources. The new canopy will provide weather protection for the historic streetcar fleet. The total project cost, through construction, is estimated at \$192 million, of which \$36.8 million is anticipated to come from Prop A General Obligation bonds passed by voters in November 2014. The project has a significant funding gap of \$148 million from yet to be identified funding sources which may include State cap and trade funds and SFMTA revenue bonds. SFMTA anticipates environmental studies to be completed by June 2016. Design could begin in spring 2016.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
22B	BART	Transbay Tube Cross-Passage Doors Replacement	\$ 250,000	\$ -	Prop K funds will be used for the design of replacement cross-passage doors in the Transbay Tube, which are means of emergency egress. Current doors are 40 years old and are in need of replacement. Up to 10 doors on the San Francisco side of the Transbay Tube would be replaced. Design is anticipated to be completed by March 2016.
39	SFMTA	Market Street Green Bike Lanes and Raised Cycletrack	\$ 758,400	\$ -	Prop K funds will be used for the installation of green bicycle lanes and intersection treatments (e.g. green intersection auto-bike conflict markings) on Market Street between Castro and Duboce, and the construction of a one-block raised cycletrack pilot on Market Street between Gough and 12th Streets. The request includes funds for the SFMTA to evaluate the finalized design elements of the raised cycletrack, including but not limited to, the design of the curb (sloped vs. vertical), the cross-slope of the bikeway, and the height of the bikeway relative to the sidewalk. SFMTA anticipates installation of the cycletrack to be completed by September 2015 and the green lanes/intersection treatments to be installed by January 2016. The raised cycletrack is included on the list of 24 Vision Zero near-term capital projects.
40	SFMTA	WalkFirst Continental Crosswalks	\$ 423,000	\$ -	Prop K funds will be used in the construction of continental crosswalks at up to 94 intersections on the Pedestrian High Injury Corridors identified in the WalkFirst Investment Strategy. Pedestrian safety treatments at the intersections of Kearny and Geary, and Ocean Ave at Miramar and Plymouth Avenues are included among the 24 Vision Zero near term capital projects. Construction is anticipated to be completed by December 2015.
40, 44	Public Works	ER Taylor Elementary School Safe Routes to School	\$ 53,715	\$ -	Prop K funds will be used as local match for the OneBayArea Grant for the construction of seven pedestrian bulb outs to improve pedestrian safety at the intersection of Bacon and Goettingen Streets, adjacent to the ER Taylor Elementary School and the Portola branch of the San Francisco Public Library. Construction is anticipated to be completed by December 2015.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
40, 44	Public Works	Longfellow Elementary School Safe Routes to School	\$ 126,443	\$ -	Prop K funds will be used as local match for the OneBayArea Grant for the construction of pedestrian bulb-outs, curb ramps, flashing beacons, and landscaping to improve pedestrian safety at the intersections of Mission and Whittier, Mission and Whipple, and Mission and Lowell near Longfellow Elementary School. Construction is anticipated to be complete by December 2015.
44, Street	SFMTA	Mansell Corridor Improvement	\$ 572,754	\$ 2,325,624	Prop K and Prop AA funds will be used as local match for the OneBayArea Grant for the construction of complete street improvements on Mansell between Visitacion Ave and Dublin Street. Project will include a road diet, multiuse path, sidewalks, raised crosswalks, flashing beacons, corner bulb-outs, and landscaping. Construction is anticipated to be completed by August 2016.
Ped	SFMTA	Webster Street Pedestrian Countdown Signals	\$ -	\$ 260,000	Prop AA funds will be used in the design of pedestrian countdown signals and other signal hardware improvements (e.g., new poles, signals, and improved street lighting) at six intersections on Webster Street between California and McAllister. This project supports Vision Zero by enhancing pedestrian safety on Webster which is a WalkFirst high-injury corridor. Design is anticipated to be completed by March 2016. Installation of the pedestrian signals will start in September 2016, following completion of the Webster paving project, which extends from Green to McAllister.
TOTAL			\$ 32,086,988	\$ 2,585,624	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
6	PCJPB	Caltrain Early Investment Program	\$ 7,470,000	\$ -	Special Condition: Our recommendation includes a special condition that PCJPB staff commits to providing updates at the monthly meetings of the Peninsula Corridor Working group on progress made on compatible boarding heights technical analysis being conducted jointly by the PCJPB and CHSRA. The schedule anticipates an initial recommendation from the staff technical committee in the January-February timeframe and the PCJPB taking a policy action in the March-May timeframe prior to issuance of the RFP for vehicle procurement. As long as PCJPB and CHSRA continue to work together and the reports are made to PCJPB, PCJPB could invoice for Prop K reimbursements as needed.
17M	SFMTA	Replace 60 New Flyer 60-Foot Trolley Coaches	\$ 20,831,776	\$ -	
20M	SFMTA	Muni Metro East Paint & Body Shop and Historic Car Storage Structure	\$ 1,600,900	\$ -	
22B	BART	Transbay Tube Cross-Passage Doors Replacement	\$ 250,000	\$ -	5YPP Amendment: This request requires a 5YPP amendment to the Guideways - BART category to redirect \$250,000 in Fiscal Year 2014/15 funds from the Planning phase to the Design phase of the subject project.

Attachment 3: Staff Recommendations¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
39	SFMTA	Market Street Green Bike Lanes and Raised Cycletrack	\$ 758,400	\$ -	5-Year Prioritization Program (5YPP) Amendment: The requested allocation requires a 5YPP amendment to the Bicycle Circulation/Safety category to utilize Fiscal Year 2014/15 funds for Innovative Treatments (planning, design, and construction phases) and utilize Spot Improvements construction funds to fully fund the subject project. See attached 5YPP amendment for details.
40	SFMTA	WalkFirst Continental Crosswalks	\$ 423,000	\$ -	
40, 44	Public Works	ER Taylor Elementary School Safe Routes to School	\$ 53,715	\$ -	5YPP Amendment: The requested allocation requires an amendment to the Pedestrian Circulation and Safety 5YPP to redirect \$6,575 in Fiscal Year 2014/15 in Prop K funds from the Active Transportation Program Local Match placeholder to the subject project. The SFMTA has prioritized this project to utilize ATP Local Match funds to cover the disproportionately large construction management budget for a small project such as this, which is not entirely eligible for federal funds. See attached 5YPP amendment for details.
40, 44	Public Works	Longfellow Elementary School Safe Routes to School	\$ 126,443	\$ -	5YPP Amendment: The requested allocation requires a Pedestrian Circulation and Safety 5YPP amendment to redirect \$64,578 in Fiscal Year 2014/15 in Prop K funds from the ATP Local Match placeholder to the subject project. The SFMTA has prioritized this project to utilize ATP Local Match funds to cover the disproportionately large construction management budget for a small project such as this, which is not entirely eligible for federal funds, as well as costs associated with working under Muni overhead lines not fully accounted for in the original project budget. See the attached 5YPP amendment for details.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
44, Street	SFMTA	Mansell Corridor Improvement	\$ 572,754	\$ 2,325,624	
Ped	SFMTA	Webster Street Pedestrian Countdown Signals	\$ -	\$ 260,000	
TOTAL			\$ 32,086,988	\$ 2,585,624	

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				
6	PCJPB	Caltrain Early Investment Program	\$ 7,470,000	\$ 7,470,000					
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
17M	SFMTA	Replace 60 New Flyer 60-Foot Trolley Coaches	\$ 20,831,776	\$ 2,100,000	\$ 12,800,000	\$ 5,931,776			
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
20M	SFMTA	Muni Metro East Paint & Body Shop and Historic Car Storage Structure	\$ 1,600,900	\$ 600,900	\$ 1,000,000				
20P	PCJPB	Systemwide Station Improvements	\$ 210,989	\$ 105,495	\$ 105,494				
22B	BART	Transbay Tube Cross-Passage Doors Replacement	\$ 250,000	\$ 250,000					
22P	PCJPB	Quint Street Bridge Replacement	\$ 303,066	\$ 303,066					
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,243,407	\$ 621,704	\$ 621,703				
Transit Subtotal			\$ 213,088,114	\$ 48,599,742	\$ 21,148,454	\$ 15,279,266	\$ 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				
27	SFMTA	Geneva-Harney BRT Feasibility/Pre-Environmental Study	\$ 200,000	\$ 112,866	\$ 87,134				
Visitacion Valley Watershed Subtotal			\$ 228,830	\$ 132,196	\$ 96,634	\$ -	\$ -	\$ -	\$ -
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					
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 - Supplemental Funds	\$ 20,000	\$ 20,000					

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	
39	SFMTA	Market Street Green Bike Lanes and Raised Cycletrack	\$ 758,400	\$ 500,544	\$ 257,856				
40	SFMTA	WalkFirst Continental Crosswalks	\$ 423,000	\$ 211,500	\$ 211,500				
40	Public Works	ER Taylor Elementary School Safe Routes to School	\$ 6,575	\$ 6,575					
40	Public Works	Longfellow Elementary School Safe Routes to School	\$ 64,578	\$ 12,663	\$ 51,915				
42	SFPW	Tree Planting and Maintenance	\$ 1,000,000	\$ 1,000,000					
Streets and Traffic Safety Subtotal			\$ 6,788,105	\$ 5,207,526	\$ 1,580,579	\$ -	\$ -	\$ -	\$ -
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			
44	SF Public Works	Chinatown Broadway Phase IV	\$ 701,886	\$ 175,471	\$ 526,415				
44	Public Works	ER Taylor Elementary School Safe Routes to School	\$ 47,140	\$ -	\$ 47,140				
44	Public Works	Longfellow Elementary School Safe Routes to School	\$ 61,865	\$ -	\$ 61,865				
44	SFMTA	Mansell Corridor Improvement Project	\$ 572,754	\$ -	\$ 472,754	\$ 100,000			
TSM/Strategic Initiatives Subtotal			\$ 2,951,876	\$ 1,139,360	\$ 1,564,516	\$ 248,000	\$ -	\$ -	\$ -
TOTAL			\$ 232,726,925	\$ 64,748,824	\$ 24,390,183	\$ 15,527,266	\$ 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 15-12 for cash flow details.

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

Attachment 5.
Prop K FY 2014/15 Capital Budget¹

	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FYs 2019/20 - 2027/28²
Prior Allocations	\$ 200,639,937	\$ 53,596,642	\$ 9,487,153	\$ 9,495,490	\$ 1,500,000	\$ -	\$ 126,560,652
Current Request(s)	\$ 32,086,988	\$ 11,152,182	\$ 14,903,030	\$ 6,031,776	\$ -	\$ -	\$ -
New Total Allocations	\$ 232,726,925	\$ 64,748,824	\$ 24,390,183	\$ 15,527,266	\$ 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 15-12 for cash flow details.

Attachment 6.
Prop AA FY 2014/15 Capital Budget¹

			Cash Flow Distribution			
Sponsor	Project Name	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18
STREET REPAIR AND RECONSTRUCTION						
DPW	Dolores St Pavement Renovation	\$ 2,210,000	\$ 707,199	\$ 1,502,801		
SFMTA	Mansell Corridor Improvement Project	\$ 2,325,624	\$ 50,000	\$ 2,275,624		
Street Repair and Reconstruction Subtotal		\$ 4,535,624	\$ 757,199	\$ 3,778,425	\$ -	\$ -
PEDESTRIAN SAFETY						
UC Hastings	McAllister St Campus Streetscape	\$ 1,762,206	\$ 1,762,206			
SFMTA	Webster Street Pedestrian Countdown Signals	\$ 260,000	\$ 100,000	\$ 160,000		
Pedestrian Safety Subtotal		\$ 2,022,206	\$ 1,862,206	\$ 160,000	\$ -	\$ -
TRANSIT RELIABILITY AND MOBILITY IMPROVEMENTS						
SFMTA	City College Pedestrian Connector	\$ 42,000	\$ 42,000			
Transit Reliability and Mobility Improvements Subtotal		\$ 42,000	\$ 42,000	\$ -		\$ -
TOTAL		\$ 6,599,830	\$ 2,661,405	\$ 3,938,425	\$ -	\$ -

¹ This table shows Cash Flow Distribution Schedules for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s). Shaded lines indicate allocations/appropriations that are part of the current action.

Attachment 7.
Prop AA FY 2014/15 Capital Budget Summary¹

	Total	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18
Prior Allocations	\$ 4,014,206	\$ 2,511,405	\$ 1,502,801	\$ -	\$ -
Current Request(s)	\$ 2,585,624	\$ 150,000	\$ 2,435,624	\$ -	\$ -
New Total Allocations	\$ 6,599,830	\$ 2,661,405	\$ 3,938,425	\$ -	\$ -

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



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Memorandum

Date: 12.01.14 **RE:** Plans and Programs Committee
December 9, 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*
David Uniman – Deputy Director for Planning *D+U*

Through: Tilly Chang – Executive Director *TAC*

Subject: **ACTION** – 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

Summary

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.**

BACKGROUND

The Geary Bus Rapid Transit (BRT) Project is a coordinated set of transit and pedestrian improvements along the 6.5-mile Geary corridor between the Transbay Transit Center and 48th Avenue. It is a signature project in the voter-approved Prop K Expenditure Plan.

The Geary BRT Project is in its environmental review phase, which will culminate with publication of an Environmental Impact Report/Statement (EIR/S), a project approval and document certification action by the Transportation Authority Board, a project approval by the SFMTA Board, and an action by the Federal Transit Administration (FTA) completing the federal environmental review requirements. The project is a partnership between the Transportation Authority, which is leading the environmental

review, and the San Francisco Municipal Transportation Agency (SFMTA), which will lead the preliminary and detailed design phases and will be responsible for construction and operation of the facility.

After a years-long process including multiple rounds of project design, analysis, and community input, the Geary BRT Project arrived at a refined set of alternative project designs in Spring 2013. Analysis on these alternatives led to identification of a staff-recommended alternative design in Winter 2013/14. The team embarked on a major round of outreach in Spring 2014 to share the staff-recommended alternative and solicit feedback. Meanwhile, the team conducted environmental analyses for all alternatives, and in Summer 2014, compiled the analyses into an Administrative Draft Environmental Impact Report/Statement (ADEIR/S).

The purpose of this memorandum is to present the SFMTA's request for \$872,859 in Prop K funds for the Geary BRT Environmental Review and Initial Construction Phase Improvements Planning and to seek a recommendation to allocate these funds, with conditions, and amendment of the BRT/Transit Preferential Streets (TPS)/Muni Metro Network 5-Year Prioritization Program (5YPP).

DISCUSSION

Current Status and Schedule: The team is now revising the ADEIR/S in response to local agency review and comment, as part of our effort to conduct earlier and more in-depth inter-agency coordination than the Transportation Authority did during the Van Ness BRT environmental process. We expect this coordination to facilitate and speed the upcoming public circulation of the Geary draft EIR/S by avoiding delays from last-minute interagency issues. Agencies that have reviewed the draft include multiple divisions within the SFMTA, SF Planning, San Francisco Public Works (SFPW), the San Francisco Public Utilities Commission, Golden Gate Transit, the San Francisco Department of Public Health, the Mayor's Office on Disability, the Bay Area Rapid Transit District, and the California Department of Transportation.

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 (described further below) to be implemented before the full project will seek federal funds for construction. The project team has helped to develop these near-term improvements and to incorporate them into the ADEIR/S while concurrently responding to other local agency comments on the documents. When the edits are complete, we will submit the ADEIR/S to the FTA. Following incorporation of FTA's comments, we will release the public draft EIR/S.

Finally, some project design details have drawn community feedback and questions, for which we have been working on responses. These details include the pedestrian crossings at Webster Street, the design of the bus transition from side-lane to center-lane operation around Palm Avenue relating to accommodating vehicle left turns from Geary, and the complex interactions at Park Presidio Boulevard among stop locations, passenger transfers, traffic patterns, and pedestrian crossings. We anticipate that some of these project design details will require the closer attention of the detailed engineering design phase to fully address, but we have developed options and identified constraints now to facilitate resolution.

Attachment 1 shows the project's schedule for the remaining steps in the environmental review process and the steps for the project's implementation, including the potential Initial Construction Phase and the full project.

Potential Initial Construction Phase Near-Term Improvements: The SFMTA, in coordination with Transportation Authority staff, has been conducting pre-development work to identify, determine the feasibility of, and then refine a near-term proposal for improvements in the Geary BRT corridor, so that they can be integrated into the full project's EIR/S and then quickly be advanced to construction. The near-term proposals' capital investments would be compatible with the Staff Recommended Alternative (SRA) as defined in the EIR/S, and would result in mainly permanent and some temporary investments on the corridor.

Because official action will not be taken to select the full project's Locally Preferred Alternative until the end of the environmental review process, the Initial Construction Phase proposal will remain preliminary until then, with the potential for further refinement as needed. However, the SFMTA's planning work has identified elements such as:

- Side-running bus lanes from Van Ness Avenue to Stanyan Avenue, colorized where pavement conditions allow
- Station and stop changes to improve bus operations, such as lengthening of 6 bus zones, installation or modification of approximately 10 bus bulbs, and shifting of 10 bus stops from the near side of an intersection to the far side, and consolidation of 10 selected local stops
- Traffic signal improvements at approximately 5 intersections, such as new signal lights and poles, for upgraded pedestrian signal equipment and smoother bus and traffic operations, including queue-jump installations at two intersections
- Installation of approximately 10-15 right-turn pockets to keep the bus lanes free of queued turning vehicles
- Pedestrian crossing bulb-outs at approximately 10 locations, as well as needed accompanying curb ramp upgrades

These Initial Construction Phase improvements respond to Board and public input asking for travel and other community benefits to be delivered to the corridor quickly and on a rolling basis, so that the community does not need to wait until the full BRT project, anticipated to be completed in Fiscal Year 2019/20, to begin enjoying improvements. The schedules for the Initial Construction Phase and full project are shown in Attachment 1, with that initial phase targeted for implementation in 2016. Attachment 2 provides a scope comparison of the various project phases.

While benefits from the full project include travel time savings of approximately 20% across the BRT segments of the corridor, or about 10 minutes per direction, in addition to a 20% improvement in reliability, and benefits to the streetscape environment and pedestrian safety at locations throughout the corridor, the agencies are implementing other immediate changes and developing the Initial Construction Phase to provide some of these benefits sooner. The Initial Construction Phase improvements, along with efforts already underway such as Transit Signal Priority, new replacement low-floor buses, and bus service adjustments, will provide 4-6 minutes in travel time savings, or about half that of the full project, in addition to increased service and reliability. The initial improvements also improve pedestrian safety at key locations.

Costs and Funding: The cost estimate for the Geary BRT SRA, which has undergone multiple rounds of refinement with reviews of inputs by the SFMTA and the SFPW, is approximately \$320 million in year-of-expenditure dollars, as shown in Attachment 3. The design and construction costs account for a comprehensive set of scope items, including some that are not required in order to simply provide a BRT facility but serve as overall street enhancements or address the needs of other infrastructure

systems along the Geary corridor. Such items to accommodate or accompany BRT street design changes include street re-surfacing, needed underground sewer and water line utility re-locations and replacements, new street lights, new landscaping, new medians, upgraded traffic signal equipment, pedestrian bulb-outs and other crossing improvements, curb ramp retrofits, and parking meter adjustments.

The funding plan for the Geary BRT project, shown in Attachment 4, reflects the \$320 million funding need, inclusive of engineering design. We have recently amended the plan to include a revised total of \$44.4 million in Prop K funds, which is about \$14 million more than previously available. These funds were committed through the 2014 Prop K Strategic Plan and 5YPP updates. The funding plan also includes \$75 million in FTA Small Starts funds, a national, competitive grant source to which the project will apply. We are working with SFMTA and FTA to develop a Small Starts BRT project definition that will fit within FTA's maximum \$250 million total cost for Small Starts. Given the corridor's high existing ridership, Geary BRT is expected to be very competitive. With SFMTA, we continue to refine the funding strategy and seek other funding to close the current gap, such as new transportation revenue measures being proposed for local voter consideration and other state and federal discretionary funds (e.g. cap and trade).

The cost of the potential Initial Construction Phase near-term improvements, also shown in Attachment 3, is estimated at \$15-20 million. SFMTA will continue to develop a funding plan for the Initial Construction Phase as it proceeds with planning and conceptual engineering work. Given the high degree of overlap with the Geary BRT improvements, the initial funding plan assumes \$10 million in Prop K from the funding set aside for Geary BRT. Other potential sources to fill the estimated \$5-\$10 million gap include cap and trade, State Prop 1B, Prop K (not from BRT funds), Prop AA vehicle registration fee, and Props A (General Obligation Bond) and B approved this November.

Prop K Allocation Request: SFMTA's request for \$872,859 in Prop K funds will cover near-term improvement planning, remaining SFMTA support through completion of the environmental phase, and prior SFMTA work to support the EIR/S. SFMTA anticipates seeking allocation of design funds for the near-term proposal and the full BRT project concurrently in early 2015. The enclosed allocation request form contains further details on the scope, schedule and budget.

Of the total request, \$389,927 is intended to cover expenses already incurred by SFMTA to support the Geary BRT project. These SFMTA costs were originally to be funded through an existing appropriation to the Transportation Authority. Funding these expenses through a direct allocation to the SFMTA is administratively less burdensome and frees up \$389,927 for increased consultant and Transportation Authority staff costs resulting from additional work relating to reviewing and helping to develop potential Initial Construction Phase near-term improvements and incorporating them into the EIR/S, additional rounds of cost estimate refinements; greater-than-anticipated work to coordinate with local agencies on the ADEIR/S, including responding to a significant number of comments from local agencies on the ADEIR/S.

This month's Finance Committee agenda includes two related contractual actions. The first is to authorize a Memorandum of Agreement (MOA) with SF Planning for the project's environmental review phase, in an amount not to exceed \$139,276. The work was previously scoped and funded through a prior appropriation, but the funds would have passed through SFMTA to SF Planning. SFMTA's current Prop K request means that we now need to have an MOA with SF Planning (instead of SFMTA) to pass the appropriated funds to SF Planning. In order to more efficiently and cost effectively deliver the project, the Finance Committee will also consider an action to assign the professional services contract with Jacobs engineering Group to CirclePoint, increasing the amount of the contract by \$225,000, to a total amount not to exceed \$4,409,489, for the remaining environmental

analysis services for the EIR/EIS. The consultant team needs an additional \$225,000 to complete the environmental review phase. This cost will be covered by funds freed up in the prior appropriation.

Special Condition: In order to ensure that the full BRT project continues to move forward concurrently with the Initial Construction Phase near-term improvements, as a condition of this allocation, our recommendation includes re-directing \$10 million from current Geary BRT funding for design/construction of the Initial Phase and reserves all the remaining Prop K funds currently programmed to Geary BRT for the full project. This condition and a minor revision to adjust programming phase are reflected in the 5YPP amendment attached to the enclosed allocation request form.

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 5YPP.

ALTERNATIVES

1. Recommend allocation of \$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 5YPP.
2. Recommend allocation of \$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 5YPP, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its December 3, 2014, meeting, and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

As detailed in the enclosed Allocation Request Form, this action would allocate \$872,859 in Prop K funds. The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedule contained in the enclosed Allocation Request Form.

The Prop K Capital Budget (Enclosure B) shows the recommended cash flow distribution schedule for the subject request. Enclosure C contains a cash-flow-based summary table including the Prop K Fiscal Year 2014/15 allocations to date and the subject Prop K request.

Sufficient funds are included in the adopted Fiscal Year 2014/15 budget to accommodate the recommendation allocation. 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 \$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 5YPP.

Attachments (4):

1. Project Schedule
2. Geary Improvements Description and Checklist by Phase
3. Geary Cost Estimate by Element and Phase
4. Geary BRT Funding plan

Enclosures (3):

- A. Allocation Request Form
- B. Prop K Capital Budget
- C. Prop K Fiscal Year Cash Flow Distribution – Summary Table

Attachment 1. Geary BRT Project Environmental Review and Implementation Schedule

Timeline	Environmental Review Process	Initial Construction Phase (Phase 1)	Full Project (Phase 2)
Winter 2014/15	Release of Draft Environmental Document	Conceptual engineering completed	
Spring 2015	Public Comment Period	Detailed design initiated	Conceptual engineering initiated
Summer 2015	Response to Comments, Release of Final Environmental Document		
Fall 2015	Certification, Record of Decision		
Winter 2015/16		Detailed design completed Phase 1a Construction Initiated* (bus zone changes, right turn pockets, and transit-only lane installation)	Conceptual engineering completed Small Starts application submitted to Federal Transit Administration**
Spring 2016			Detailed design initiated**
Summer 2016			
Fall 2016		Phase 1b Construction Initiated* (bus bulbs, pedestrian bulbs, signal upgrades)	
...			
Winter 2017/18			Detailed design completed** Construction initiated**
...			
Winter 2019/20			Construction completed**

*pending phasing analysis to be completed during design, and pending city coordination opportunities

**pending funding, and pending analysis to be completed during conceptual engineering

Attachment 2. Geary Bus Rapid Transit Improvements Description and Checklist by Phase
November 21, 2014

Introduction

The SFMTA and SFCTA are proposing phased implementation of the Geary BRT project in order to expedite the delivery of transit improvements to the Geary corridor. The following project description materials describe the scope of the improvements, including a narrative description and a checklist table showing the scope elements to be included.

The cost estimates illustrate that the full project is estimated to cost \$300-320M (above the \$250M Small Starts Grant application cap), so we are working to identify what elements/segments would be included in the Geary BRT Small Starts application, and what might be constructed concurrently using other funds (including other federal funds). For this reason, we believe the best approach is to define the project comprehensively in the project's joint environmental document that is currently under development.

In addition to defining the project components for the Small Starts application, we are also working to implement an initial construction phase of near-term improvements (Phase 1) after the approval of the EIR/EIS. These improvements, which will result in some, but not all, of the travel time benefits associated with the full project, are consistent with the full project elements and could be implemented on a shorter timeline. We anticipate the near-term implementation occurring concurrently with the full-project design. The Phase 1 elements are estimated to cost approximately \$15-20M, which is largely included within the cost of the full project¹.

¹ An exception is the bus lane colorization, which has a 3-to-5-year useful life and will need to be re-applied with the full project.

Project Scope Narrative

This narrative describes planned and completed bus, pedestrian, and street improvements to the Geary corridor. It describes three categories of improvements: baseline improvements recently completed or already underway, the full Bus Rapid Transit project, and the near-term improvements to be implemented after the environmental process.

Baseline Improvements

Some bus and pedestrian improvements are already funded and in-progress, including service plan improvements, Transit Signal Priority (using wireless technology), existing vehicle fleet replacement with new, 60-foot, articulated, low-floor, diesel-electric hybrid buses, and branding elements for buses and stations. Also, improvements have recently been completed to provide colorized bus lanes from Market Street to Van Ness Avenue.

Full Project: Staff-Recommended Alternative

A. Dedicated bus lanes with red colorization treatment. From Market Street to Van Ness Avenue, colorized bus lanes already exist. From Van Ness to Palm Avenue, the project would extend side-running bus lanes, with a few exceptions². This includes resurfacing the bus lane in segments with poor pavement condition. From Palm Avenue to 27th Avenue, the project would provide center-running bus lanes. From 27th to 34th Avenue, the project would provide side-running bus lanes. For the center-running segment, this scope element includes new concrete pavement for the bus lanes, as well as two new, dual, landscaped medians, and necessary sewer relocation and replacement work.

B. Station and stop bus-operation improvements. Along the side-running segments of the corridor, this includes bus bulb-out installations or modifications at approximately 20 locations to facilitate bus vehicle maneuvers around bus stops and stations. The work here accounts for necessary relocations of water and sewer utilities, as well as concrete bus pads at each BRT stop. It also includes re-locations of approximately 10 stops from the near sides of intersections to the far side, for improved bus flows through traffic and to maximize the benefits of transit signal priority. This scope element also includes bus stop pattern changes such as removal of approximately 20 local stops and conversion of a few selected Limited/BRT stops to local stops.

C. Station and stop passenger amenities. This includes station and stop amenities such as shelters, real-time transit information, station communications, lighting, custom paving, and landscaping.

D. Bus service changes. The existing 38 Geary would continue to operate as local service, stopping at every stop. The existing 38 Limited would become the BRT service, stopping only at BRT stops. The BRT

² For a few blocks near the Masonic Avenue and Fillmore Street intersections, the buses would operate on narrow frontage roads adjacent to the grade-separated Geary tunnels at those locations; some blocks of the frontage roads lack sufficient width for a bus lane and the mixed-flow travel lane needed to provide access to adjacent land uses and side streets; in such cases, the buses will share the lane with mixed-flow traffic.

project would increase the amount of service provided by these lines to accommodate additional demand as is anticipated by ridership forecasts. The 38AX and 38BX express services, operating only in the peak-hour in the peak direction, would become one express line called the 38X, stopping at BRT stops along the Geary corridor west of Masonic and traveling along Pine and Bush to reach downtown destinations. Note that the SFMTA will make periodic and incremental service adjustments based on ridership trends; for the analysis, the project used a high-frequency service plan to respond to anticipated forecasted ridership increases.

E. Bus vehicle changes. New, low-floor, articulated 60-foot diesel hybrid-electric motorcoaches are anticipated in the baseline to replace the existing fleet, but up to 16 additional vehicles are accounted for in the project cost estimate to enable the proposed increase in service for the BRT project.

F. Traffic signal improvements and communications. The project will install upgraded and new equipment at approximately 50 intersections along the corridor, including new vehicle and pedestrian countdown signal heads, and new poles. These upgrades are needed for smoother bus and traffic operations, as well as for pedestrian crossing safety benefits. At six locations, signalized queue jumps would be provided for transit. At five currently unsignalized locations, the project would install new traffic signals. This scope element also includes installation of fiber optic cable to improve the reliability of traffic signal communications and facilitate real-time traffic monitoring.

G. Right-turn pockets. In side-running segments, at approximately 10-15 locations with heavy right-turning vehicle demand and high pedestrian crossing activity, the project will install right-turn pockets so that right-turning vehicles that are stopped to wait for pedestrians to cross can queue in a pocket adjacent to the side-running bus lane, leaving the bus lane clear for buses.

H. Other street improvements. This includes replacement street lighting to accompany the center-running bus lanes (existing lighting is located in the existing median), street re-surfacing wherever needed, adjusting parking meters to accommodate roadway design changes, and new landscaping on existing medians.

I. Pedestrian improvements. This includes installing approximately 60 pedestrian bulb-outs, enhanced approximately 5 new signalized pedestrian crossings, pedestrian crosswalk striping at approximately 70 intersections, approximately 120 curb ramp upgrades throughout the corridor where needed, and sidewalk repair near curbside stations where needed (pedestrian signal modifications at existing signalized intersections are accounted for under traffic signal improvements).

J. Other changes at key areas. Other improvements include street redesign between Masonic and Presidio to add a colorized bike lane making a key connection in the bicycle network. It also includes a road diet between Gough and Scott combined with street-level pedestrian crossing improvements and removal of existing pedestrian overcrossings in the Japantown area in part to enable provision of a bus lane in that location.

Near-Term Improvements – Potential Initial Construction Phase

A. Dedicated bus lanes. From Van Ness to Stanyan Avenue, the near-term improvements include side-running bus lanes, with a few exceptions.³ Work would be limited to this segment of the corridor only. The near-term/initial construction phase cost estimate does not account for pavement resurfacing. Where feasible, the lanes will be delineated with red color treatment.

B. Station and stop bus-operation improvements. The near-term improvements include approximately 10 new bus bulb-out installations and modifications to approximately five existing bulbs. The work here accounts for necessary relocations of water and sewer utilities, as well as concrete bus pads at each BRT stop. The near-term improvements also lengthen six bus zones to facilitate vehicle maneuvers around bus stops and stations, as well as relocations of approximately 10 stops from the near side of intersections to the far side, for improved bus flows through traffic to maximize the benefit of transit signal priority. This scope element includes stop pattern changes such as removal of approximately 10 local stops and conversion of a few selected Limited/BRT stops to local stops.

F. Traffic signal improvements. The near-term improvements will install upgraded equipment at approximately 5 intersections along the corridor, including new vehicle and pedestrian countdown signal heads, and new poles. At most of these locations, complete upgrades are needed in order to install pedestrian countdown capability; at other locations, the upgrades support smoother bus and traffic operations. At two locations, signalized queue jumps would be provided for transit, and a new signal would be added at one location.

G. Right-turn pockets. At approximately 10-15 locations with heavy right-turning vehicle demand and high pedestrian crossing activity, where there will be side-running bus lanes, the project will install right-turn pockets so that right-turning vehicles that are stopped to wait for pedestrians to cross can queue in a pocket adjacent to the side-running bus lane, leaving the bus lane clear for buses.

I. Pedestrian improvements. This includes approximately 10 pedestrian bulb-outs, as well as needed accompanying curb ramp upgrades.

J. Other changes at key areas. Other improvements include a road diet between Gough and Scott to remove 2 travel lanes and striping to re-allocate that space to the median.

³ For a few blocks near the Masonic Avenue and Fillmore Street intersections, the buses would operate on narrow frontage roads adjacent to the grade-separated Geary tunnels at those locations; some blocks of the frontage roads lack sufficient width for a bus lane and the mixed-flow travel lane needed to provide access to adjacent land uses and side streets; in such cases, the buses will share the lane with mixed-flow traffic.

Table 1. Geary Bus Rapid Transit Scope Checklist Table

	Element	Baseline	Initial Construction Phase [Phase 1]	Full Project after Initial Phase [Phase 2]
A	Dedicated colorized bus lanes	x [partial: Inner Geary red lanes]	x [partial: side lanes only, Van Ness to Stanyan, no re-surfacing]	x [includes center-running segment Palm to 27th]
B	Station/stop bus-operation improvements		x [partial: subset of all locations]	x
C	Station/stop passenger amenities	x [partial: shelters/branding]		x
D	Bus service changes	x		x
E	Bus vehicle changes	x		x
F	Traffic signals and communications and Transit Signal Priority	x [partial: wireless TSP]	x [partial: subset of all locations]	x [includes fiber for improved life cycle/reliability, traffic monitoring]
G	Right turn pockets		x	
H	Street improvements			x
I	Pedestrian improvements		x [partial: subset of all bulb-out locations]	x [includes enhanced striping at all intersections]
J	Other changes at key areas		x [partial: includes Fillmore-area road diet]	x [includes Masonic-area bike lane and other street changes; includes Fillmore ped bridge removals and street-level crossings]

Notes:

Baseline: improvements already in-progress, not included in Initial Construction Phase or Full Project

Initial Construction Phase [Phase 1]: improvements to be initiated immediately after environmental phase is completed; to be funded from local sources.

Attachment 3. Geary Cost Estimate by Element and Phase
 Last Edited: November 26, 2014

	Element	I. Potential Initial Construction Phase [Phase 1]	II. Full Project After Initial Phase [Phase 2]	III. Total, Phase 1 + Phase 2	IV. Full Project [Single Phase]
A	Dedicated colored bus lanes	\$ 4,454,000	\$ 80,242,000	\$ 84,696,000	\$ 80,242,000
B	Station/stop bus-operation improvements	\$ 5,465,000	\$ 48,355,000	\$ 53,820,000	\$ 53,818,000
C	Station/stop passenger amenities		\$ 60,283,000	\$ 60,283,000	\$ 60,283,000
D	Bus service changes		*	*	*
E	Bus vehicle changes		\$ 22,655,000	\$ 22,655,000	\$ 22,655,000
F	Traffic signals	\$ 3,750,000	\$ 33,674,000	\$ 37,424,000	\$ 37,424,000
G	Right turn pockets	\$ 130,000	**	**	**
H	Other street improvements		\$ 34,649,000	\$ 34,649,000	\$ 34,779,000
I	Pedestrian improvements	\$ 2,200,000	\$ 20,096,000	\$ 22,296,000	\$ 22,296,000
J	Other changes at key areas	\$ 50,000	\$ 4,854,000	\$ 4,904,000	\$ 4,854,000
	Total	\$ 16,049,000	\$ 304,808,000	\$ 320,857,000	\$ 316,351,000
	Environmental/planning phase cost			\$ 7,346,000	\$ 7,346,000
	Grand total			\$ 328,203,000	\$ 323,697,000

Notes

Costs for baseline improvements already in-progress or underway, such as Transit Signal Priority, are not included in these costs.

I. Potential Initial Construction Phase [Phase 1]: Near-term improvements consist of some permanent and some temporary improvements. Includes some BRT components and some related improvements.

II. Full Project After Initial Phase [Phase 2]: includes all improvements after near-term implementation, including BRT and related improvements.

* Service/operation cost is not included here.

** Right-turn pocket costs are accounted for under Element H.

III. Total Cost, Phase I + Phase 2 is the summation of columns I and II

IV. Total Cost [Single-Phase Project]: project is constructed as a single phase (e.g., no initial phase). Lower costs result from lack of need for temporary improvements:

In Row (A), dedicated bus lane initial phase and full project cost is additive because of brief life cycle.

In Row (J), other changes at key areas - near-term and full project cost is additive because near-term changes are temporary

Attachment 4: Geary Bus Rapid Transit Funding Plan
Updated: November 2014

Source	Type	Status	Project Phases ¹				Total by Status	TOTAL
			ENV, CER/PE	PS&E	CON			
5309 Small Starts ²	Federal	Allocated				\$0		
		Programmed				\$0		\$75,000,000
		Planned			\$75,000,000		\$75,000,000	
Prop K ³	Local	Allocated	\$7,346,113				\$7,346,113	
		Programmed	\$17,300,000	\$14,500,000	\$5,283,000		\$37,083,000	\$44,429,113
		Planned					\$0	
TBD ⁴	TBD	Allocated					\$0	
		Programmed					\$0	\$208,774,289
		Planned	\$6,956,217	\$6,670,105	\$195,147,967		\$208,774,289	
Totals		Allocated	\$7,346,113	\$0	\$0	\$7,346,113		
		Programmed	\$17,300,000	\$14,500,000	\$5,283,000	\$37,083,000		\$328,203,402
		Planned	\$6,956,217	\$6,670,105	\$270,147,967	\$283,774,289		
			\$31,602,330	\$21,170,105	\$275,430,967	\$328,203,402		

¹ Acronyms used for project phases include: ENV - Environmental Documentation, CER/PE, Conceptual Engineering Report/Preliminary Engineering (30% Design), PS&E - Plans, Specifications & Estimates or Final Design, CON - Construction. The construction phase includes the incremental cost for procuring new BRT vehicles for the project.

² The Geary BRT project team plans to apply for Small Starts funds in early 2016. \$75 million is the maximum amount of Small Starts funds available to a project.

³ Resolution XX will reserve \$10 million from current Geary BRT funding for design/construction of the Initial Construction Phase and will reserve all the remaining Prop K funds currently programmed to Geary BRT for the Full Project.


⁴ Potential sources under consideration to fill the funding gap include additional sales tax, MTC Transit Performance Initiative funds, OneBayArea Grant, bridge tolls, other state or federal discretionary funds, and the Mayor's 2030 Transportation Task Force. The latter identified Geary BRT (listed as Geary Rapid Network Improvements) as one of the few named projects in its investment plan, with a \$27 million investment. The Task Force also deemed Geary BRT to be eligible for a portion of the \$58 million identified for the Transit Performance Initiative in the Task Force investment plan.




Memorandum

Date: 12.02.14 **RE:** Plans and Programs Committee
December 9, 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** – T-Third Phase 3 Concept Study

Summary

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.**

BACKGROUND

In 2018, the T-Third Phase 2 (Central Subway) will be complete and light rail transit (LRT) service between the Caltrain Station at 4th and King Streets and Chinatown will begin. The new service will serve approximately half of the North Beach corridor identified in the 1994 Four Corridor Plan that established priorities for Muni rail expansion. In response to a request by Commissioner Chiu and community members interested in the possibility of preserving corridor rights-of-way for a potential future extension project, the Transportation Authority funded the T-Third Phase 3 Concept Study to assess the feasibility of continuing Central Subway rail service to North Beach and Fisherman’s Wharf.

The T-Third Phase 3 Concept Study is a joint effort between the Transportation Authority, the San Francisco Municipal Transportation Agency (SFMTA), and the San Francisco Planning Department (Planning Department), with SFMTA serving as the lead agency. In March of this year, the Transportation Authority approved a scope of work for the study and allocated \$173,212 in Prop K funds to support the effort. The scope called for a report that included the following elements and sections:

- Alignment
- Grade Options
- Construction Methods
- Transit & Traffic Analysis
- Costs & Funding
- Land Use & Economic Development

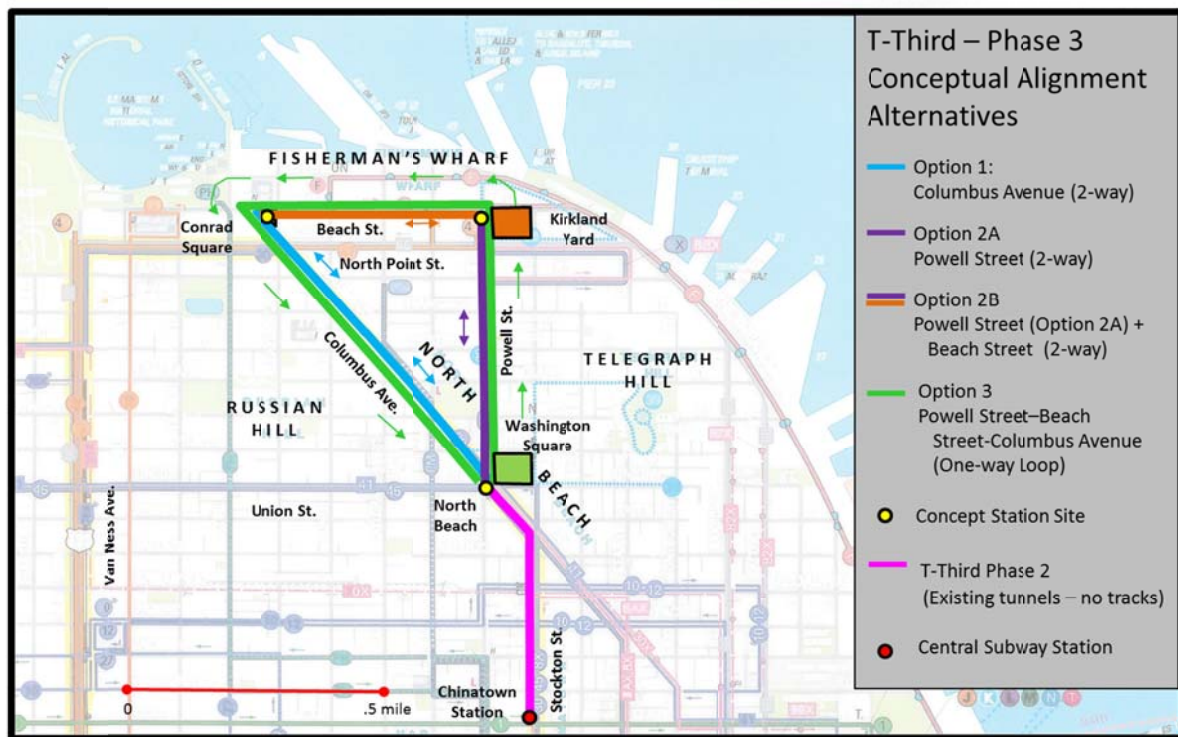
DISCUSSION

The purpose of this memorandum is to provide an overview of the T-Third Phase 3 Study, which is being presented as an information item to the SFMTA Board, the Planning Commission and the Transportation Authority's Plans and Programs Committee in December. The goal of the study is to assess the general feasibility of a potential extension of the T-Third light rail project to Fisherman's Wharf, including examining potential alignments and the potential benefits, costs, and constructability of such an investment. The study looked at 3 sample corridors, 3 station locations, and a variety of configurations for a total of 14 concept alignments. The study offers a high-level evaluation, largely based on existing data. The study does not recommend a specific alternative or next steps but is rather intended to inform policy-maker consideration in light of several upcoming planning efforts (e.g. SFMTA's Rail Capacity Study and the San Francisco Transportation Plan update) to determine its local and regional priority.

Alignment and Grade Options: Four general alignments were suggested by earlier Phase 2 studies and a 2013 charrette, including two-way service along Columbus Avenue (Option 1), two-way service along Powell Street (Option 2A), two-way service along Powell Street and Beach Street (Option 2B), and a one-way loop along Powell Street, Beach Street, and Columbus Avenue.

All alignments included a North Beach station near the current terminus of the Central Subway tunnel at Columbus Avenue and Union Street. Depending on the alignment, Fisherman's Wharf station options were considered near the SFMTA's Kirkland Yard at Powell Street and Beach Street; at Conrad Square near Columbus Avenue and Beach Street; or at both locations. (See figure.)

Figure: T-Third Phase 3 Study Conceptual Alignments



For each horizontal alignment, variations of station location and of vertical alignment were considered, resulting in 14 concept alignments for study. Both surface and subway vertical alignments were analyzed, and initial analysis on tunnel issues (ground types, utilities, etc.) was performed.

Construction Methods: Use of a tunnel boring machine (TBM) appears feasible and economical, with tunnel depths of approximately 50' to 60' below ground. A launching pit and turn-back or retrieval pit would be required for this method. Some areas, including the stations and the connection to the existing Central Subway tunnels, would require additional excavation. This work could be performed using either sequential excavation method (SEM) or cut-and-cover construction. Cost considerations and availability of staging areas will factor into choosing a construction method at each site. SEM is considered less disruptive to the surface environment, but is more expensive and requires a nearby staging area. The current TBM retrieval site (Pagoda Palace) would be feasible to use as staging for the tunnel connection. Other sites are also possible. Cut-and-cover is cheaper but must be staged directly on the alignment; for stations under streets (as North Beach is likely to be, due to the tunnel connection), cut-and-cover construction would be significantly disruptive.

An extension beyond the planned terminal station at Chinatown would require a new environmental review effort along with other significant project development and funding activities; thus, no investment decision is imminent. Regarding the Pagoda Palace site, the SFMTA lease to use the property for TBM retrieval expires on May 10, 2015. The owner has obtained entitlement from the San Francisco Planning Commission to build a 19-unit residential structure on the site thereafter.

Traffic and Transit Analysis: Estimated one-way travel times from the Chinatown station to either a station at Conrad Square or a station at Kirkland Yard ranged from 3-3.5 minutes by subway to 4.5-5 minutes by surface LRT. For transit service from Caltrain to the Wharf, this represents a 50%-60% travel time improvement over present day conditions. A representative transportation model run, using the Columbus Avenue subway concept alignment, estimated ridership of 41,000 trips per day and significant relief of overcrowding on other Muni lines in that area.

The planned 2-car trains and platforms of the Central Subway would be adequate to carry projected ridership peaks, but only if the planned service levels of 2.5 minutes are maintained. Some extension configurations could help maintain the frequent headways by adding loops or additional crossover tracks to facilitate turn-around performance. An additional 6 to 14 Light Rail Vehicles (LRVs, 3 to 7 train sets) would be needed to maintain project service levels.

Costs and Funding: Preliminary cost estimates of the concept alignments ranged from a low of \$400 million (subway and surface to Kirkland), to a high of \$1.400 billion (subway connecting all three locations) in 2014 dollars, not taking into account escalation. Ten alignments were under \$1.0 billion and two were over \$1.0 billion (two were found to be infeasible in a constructability assessment). The choice of tunnel or surface configurations, alignment length, number of stations, and construction method at North Beach were significant drivers of cost differences between concept alignments.

Using current Federal Transit Administration New Starts guidelines, an extension is likely to receive a "high" cost-effectiveness rating for the range of costs estimated in the study and would be competitive to obtain funds from this highly competitive nationwide program. With respect to eligibility, local match for federal funds could come from a variety of sources, including a local transportation sales tax (Prop K extension or a new measure), cap and trade funds, or bridge tolls. The potential for land use value capture was also evaluated (see below). While eligibility may not be a significant challenge, the ability for a project of this magnitude cost to secure funds is given the fact that transportation needs far exceed the capacity of foreseeable revenue sources.

Land Use and Economic Development: Initial land use and economic development analysis showed a potential for value capture funding that could support bonding for 10%-30% of the capital cost via use of a community finance district or infrastructure finance district. These mechanisms require substantial community support to pass. Zoning changes such as height limit

increases would have a modest effect on the bonding capacity.

Summary Evaluation: The representative alignments studied show that an extension is feasible and carries ridership benefits. To aid discussion of potential alignment options and trade-offs for different choices, staff evaluated the concept alignments within seven un-weighted areas of consideration. (See table below.)

- Passenger Experience
- Operational Efficiency
- Transit System Performance
- Local Operations Considerations
- Infrastructure Resiliency
- Construction Disturbance
- Capital Construction Cost & Risk

Table: Evaluation Matrix

Evaluation Matrix														
	1-1	1-2	2A-1	2A-2	2A-3	2A-4	2A-5	2A-6	2B-1	2B-2	2B-3	2B-4	3-1	3-2
Evaluation Elements	Evaluation of Concept Alternatives													
	Columbus Ave. Subway-Surface	Columbus Ave. Subway	Powell St. Subway-Surface	Powell St. subway	Powell St. Subway-Surface w/ surface short loop	Powell St. Subway w/ surface short loop	Powell St. Subway-Surface w/surface F-Line loop	Powell St. Subway w/surface F-Line loop	Powell St. + Beach St. Subway-Surface	Powell St. + Beach St. Subway	Powell St. + Beach St. Surface-Subway	Powell St. + Beach St. Subway-Surface	One-Way Loop (Powell-Beach-Columbus) Subway-Surface	One-Way Loop (Powell-Beach-Columbus) Subway
Passenger Experience	0	+	0	+	-	-	-	-	-	+	NF	NF	0	+
Operational Efficiency	-	+	-	+	-	0	-	-	-	+	NF	NF	+	+
System Performance	0	+	0	+	0	+	-	-	0	+	NF	NF	+	+
Local Operations Considerations	-	+	-	+	-	0	-	-	-	+	NF	NF	-	+
Infrastructure Resiliency	+	+	0	+	0	-	0	-	0	+	NF	NF	0	0
Construction Disturbance	-	0	-	0	-	-	-	-	-	-	NF	NF	-	-
Capital Construction Cost and Risk	+	0	+	0	+	0	+	0	+	-	NF	NF	+	0
Total	-1	5	-2	5	-3	-2	-4	-6	-3	3	NF	NF	1	3
Capital Cost (\$ millions in 2014 Dollars)	407-482	848-933	367-442	837-912	406-480	875-950	454-529	924-999	443-518	1,333-1,408	NF	NF	496-571	1,087-1,139
Constructability Rating	4	5	3/4	4	3/4	2	3/4	2	3/4	4	1	2	3	3/4

The study does not recommend a particular alignment, nor is it intended to limit alignments to the samples here. That said, the best scoring concepts were all-underground alignments, which supply greater passenger, operations, system, and resiliency benefits, but which cost approximately twice as much as surface alignments.

Next Steps: The study findings will inform several upcoming planning efforts, including SFMTA's Rail Capacity Strategy, the regional San Francisco Bay Area Core Capacity Transit Study (lead by the Metropolitan Transportation Commission in partnership with BART, SFMTA, AC Transit and the Transportation Authority), and the San Francisco Transportation Plan update, which will consider the project's local and regional priority.

This is an information item.

ALTERNATIVES

None. This is an information item.

CAC POSITION

The CAC was briefed on this item at its December 3 meeting.

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

None. This is an information item.

Enclosure:

1. T-Third Concept Study presentation