



AGENDA

PLANS AND PROGRAMS COMMITTEE Meeting Notice

Date: 10:30 a.m., Tuesday, June 16, 2015
Location: Room 263, City Hall
Commissioners: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

Clerk: Steve Stamos

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1. Roll Call	
2. Citizens Advisory Committee Report – INFORMATION*	5
3. Approve the Minutes of the May 12, 2015 Meeting – ACTION*	13
4. Recommend Allocation of \$74,083,386 in Prop K Funds, with Conditions, and Appropriation of \$162,400 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION*	17

As summarized in Attachments 1 and 2, we are seeking approval of seventeen requests totaling \$74,245,786 in Prop K sales tax funds. Three projects account for nearly 90% of the funds, including two San Francisco Municipal Transportation Agency (SFMTA) motor coach procurements. The first is \$12.4 million for 26 60-ft articulated hybrid diesel replacement buses to be purchased from New Flyer of America, Inc. On June 5, the SFMTA submitted the second (urgent) request for \$33,405,243 for procurement of 34 40-foot and 50 60-foot hybrid diesel motor coaches. This procurement will be done via a contract option to the New Flyer contract to procure 84 replacement vehicles and 14 expansion vehicles. Thirdly, we are requesting \$12.3 million for allocation to Caltrans as the Prop K portion of a \$276.4 million milestone payment due to the Public Private Partnership concessionaire upon substantial completion of the Presidio Parkway project, anticipated this September. There are two NTIP requests. One is for \$150,000 for SFMTA and Transportation Authority staff to provide NTIP program support. The other is for \$100,000 for concept development and evaluation of a new north-south multimodal pathway connecting San Bruno Avenue to the Alemany Farmer's Market, and new bicycle lanes along Alemany Boulevard between Putnam Street and Bayshore Boulevard. This is the District 9 NTIP planning project. Other SFMTA projects include: additional funds for pre-environmental work for the proposed Southwest Subway (19th Avenue/M Ocean View); 5 traffic signal related projects, replacement or upgrade of safe-hit posts, green bike lanes and bike boxes; the Fiscal Year 2015/16 local-track Traffic Calming program; and an environmental impact report for the 6th Street Pedestrian Safety Improvement Project. San Francisco Public Works is requesting Prop K funds for repair of sidewalks damaged by city street trees and replacement, establishment, and maintenance of about 1,700 street trees. BART is requesting funds for design of replacement cross-passage doors in the Transbay Tube.

5. Recommend Adoption of the Potrero Hill Neighborhood Transportation Plan Final Report – ACTION*	29
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The Potrero Hill Neighborhood Transportation Plan (NTP) is the result of a community-based planning effort in the southern Potrero Hill neighborhood of San Francisco, and was funded by a California Department of

Transportation Environmental Justice Planning grant, a Metropolitan Transportation Commission Community Based Transportation Planning grant, and the Transportation Authority's Proposition K sales tax program. The technical team, led by the Transportation Authority, collaborated with community stakeholders to identify multimodal transportation priorities at the neighborhood scale, prioritizing near-term improvements to improve connectivity across the site and to the broader neighborhood, city, and region. The final recommendations focus on low-cost improvements that could be implemented before the site is redeveloped wholesale through the Rebuild Potrero project. Prioritized projects include pedestrian safety and transit stop enhancements, including transit bulbouts that would be built using non-infrastructure materials (i.e., construction that does not require regrading the street or moving sewer catchbasins). If successful, this innovative feature could be replicated throughout the city, bringing benefits to transit riders more quickly and cost effectively, particularly on streets that are not scheduled for near term repaving. The NTP includes complete funding plans for these enhancements, with allocations from all sources (including Lifeline Transportation Program funds from the Transportation Authority) anticipated by July 2015 and implementation anticipated by early 2016. The NTP also studied a potential shuttle route to improve access across the site and to connect residents with nearby amenities.

6. Recommend Approval of the Fiscal Year 2015/16 Transportation Fund for Clean Air Program of Projects – ACTION* **33**

The Transportation Fund for Clean Air (TFCA) Program was established to fund the most effective transportation projects that achieve emission reductions from motor vehicles in accordance with the Bay Area Air Quality Management District's (Air District's) Clean Air Plan. Funds are generated from a \$4 surcharge on the vehicle registration fee collected by the Department of Motor Vehicles. As the San Francisco TFCA County Program Manager, the Transportation Authority annually develops the Program of Projects for the TFCA Program Manager funds. In February we issued the call for Fiscal Year 2015/2016 TFCA applications. We received six project applications by the April 30, 2015 deadline, requesting \$1,490,986 in TFCA funds compared to \$857,723 in available funds. We reviewed the projects for eligibility, then evaluated eligible projects following the Board-adopted local expenditure criteria which include project type (e.g., first priority to zero emission projects), cost effectiveness of emissions reduced, program diversity, project readiness, and other considerations (e.g., a sponsor's track record for delivering prior TFCA projects). Based on this review, we are recommending awarding TFCA funds to the five projects shown in Attachment 3. We've recommended partial funding for one scalable project to allow us to fund five of the six projects. Two projects are recommended for slightly less funding than requested to comply with Air District cost-effectiveness requirements.

7. Bay Area Bike Share Update – INFORMATION

At the June Plans and Programs Committee meeting, staff from the Metropolitan Transportation Commissioner (MTC) will present an information update about the regional bike share system. At its May 27, 2015 meeting, the MTC approved a contract with Motivate International, Inc. (Motivate) to deliver, implement, and operate a bike share system of at least 7,000 bikes and associated stations. The Motivate contract includes bike share expansion in the cities of Berkeley, Emeryville, Oakland, San Francisco and San Jose by 2017, including an increase in San Francisco from the current 328 to 4,500 bicycles. Motivate is required to place a minimum of 20 percent of its docks and bikes in communities of concern, and will work with cities on community engagement as part of the siting process. Since this expansion is privately funded, MTC has recommended that \$4.5 million from the \$19.1 million pilot program be reprogrammed to expand bike share to other emerging communities beyond those included in the Motivate proposal. This funding level would support, at a minimum, the acquisition of an additional 750 bikes, roughly the size of the current pilot.

8. Plan Bay Area 2040 and Call for Projects – INFORMATION* **43**

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments have kicked off their update of Plan Bay Area, the regional transportation plan/sustainable communities strategy adopted in 2013. Plan Bay Area 2040 is a roadmap to help Bay Area cities and counties preserve the character of our diverse communities while adapting to the challenges of future population growth. It is a state-mandated, integrated long-range transportation, land-use and housing plan that will support a growing economy, provide more housing and transportation choices and reduce transportation-related pollution in the nine-county Bay Area. (See planbayarea.org for more details.) As the Congestion Management Agency for San Francisco, the Transportation Authority leads the City's involvement in the effort and is charged with submitting San Francisco's project priorities through a call for projects. Public agencies will submit projects for consideration and members of the public are encouraged to share their own ideas at www.sfcta.org/rtp by July

17, 2015. We will bring a proposed list of initial project priorities to the Plans and Programs Committee in September prior to submitting it to MTC. This list will be refined over the coming year as our initial funding target will be pared down to a fiscally constrained list as part of development of the preferred scenario for Plan Bay Area 2040.

9. Introduction of New Items – INFORMATION

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

10. Public Comment

11. Adjournment

* Additional materials

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

May 27, 2015 MEETING

1. Committee Meeting Call to Order

The meeting was called to order by Chair Christopher Waddling at 6:04 p.m. CAC members present were Myla Ablog, John Larson, Santiago Lerma, John Morrison, Eric Rutledge, Jacqueline Sachs, Raymon Smith, Peter Tannen, Chris Waddling and Wells Whitney. Transportation Authority staff members present were Liz Brisson, Colin Dentel-Post, Cynthia Fong, Seon Joo Kim, Anna LaForte, Maria Lombardo, Mike Pickford, Steve Rehn and Michael Schwartz.

2. Chair's Report – INFORMATION

Chair Waddling announced that the Transportation Authority's Plan Bay Area 2040 call for projects had been issued, as indicated by Item 9, and that the CAC would receive an update at its June meeting. He said that the CAC Subcommittee held a meeting on May 14 and that the Subcommittee's recommended amendments to the by-laws were attached as Item 10. Chair Waddling also announced a list of projects for which allocation requests were anticipated for the June CAC meeting.

Raymon Smith asked if information on upcoming projects could be sent to CAC members prior to the meeting. Anna LaForte, Deputy Director for Policy and Programming, replied that the list of projects along with sponsor and phase information could be sent out in advance, but that there was a limit because staff had to work with sponsor agencies to refine requests before they were brought to the CAC.

Jacqueline Sachs said that regarding the study on late night transportation, "The Other 9-to-5", that had been presented at a previous CAC meeting, there was no representation from bus drivers. She requested an update on the project that included the perspective of bus drivers.

Chair Waddling reminded the CAC that any new items should be introduced during Item 18.

There was no public comment.

Consent Calendar

3. **Approve the Minutes of the April 22, 2015 Meeting – ACTION**
4. **Adopt a Motion of Support to Authorize the Executive Director to Execute Annual Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$1,950,000 and to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**
5. **Adopt a Motion of Support for the Award of a Three-Year Professional Services Contract, with an Option to Extend for Two Additional One-Year Periods, to Vavrinek, Trine, Day & Co., LLP in an Amount Not to Exceed \$300,000 for Annual Audit Services, and Authorizing the Executive Director to Negotiate Contract Payment Terms**

and Non-Material Contract Terms and Conditions – ACTION

6. **Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$224,600 for a Total Amount Not to Exceed \$596,600, for Planning and Engineering Services for the 19th Avenue/M-Ocean View Project Pre-Environmental Study Phase and to Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**
7. **Internal Accounting Report and Investment Report for the Nine Months Ending March 31, 2015 – INFORMATION**
8. **State and Federal Legislative Update – INFORMATION**
9. **Plan Bay Area 2040 and Call for Projects – INFORMATION**
10. **Update of Citizens Advisory Committee By-Laws – INFORMATION**
11. **Minutes of the May 14, 2015 Subcommittee Meeting – INFORMATION**

Eric Rutledge requested that the minutes be amended to reflect that he had asked a question that was recorded on page eight of the minutes, rather than Santiago Lerma.

Raymon Smith requested that Item 10 be severed from the Consent Calendar and continued to the next meeting because he did not have adequate information at the time of the Subcommittee meeting. Maria Lombardo, Chief Deputy Director, clarified that continuing the item would delay the adoption of any proposed revisions. Mr. Smith replied that he understood that adoption of the revisions would be delayed and proposed having another meeting of the Subcommittee at San Francisco City Hall to encourage public input on the CAC's By-Laws.

Wells Whitney asked for clarification that by continuing the item, it would be placed on the consent calendar as an information item at the June CAC meeting, to be voted on as an action item the following month. Chair Waddling affirmed that schedule.

There was no public comment on the Consent Calendar.

Wells Whitney moved to sever Item 10 from the Consent Calendar and continue it to the following meeting, seconded by Santiago Lerma.

The Consent Calendar was approved as amended by the following vote:

Ayes: CAC Members Ablog, Lerma, Morrison, Rutledge, Sachs, Smith, Tannen, Waddling and Whitney

Absent: CAC Members Larkin and Larson

End of Consent Calendar

12. **Adopt a Motion of Support for the Adoption of the Potrero Hill Neighborhood Transportation Plan Final Report – ACTION**

Michael Schwartz, Senior Transportation Planner, presented the item per the staff memorandum.

Wells Whitney asked when construction of the Rebuild Potrero project was planned. Mr. Schwartz responded that the current schedule had completion of the environmental phase in the summer or fall of 2015, with groundbreaking expected in 2016. Mr. Schwartz noted that the project would be phased such that the intersection treatments could remain in place for a number of years before needing to be removed, and that those materials could be relocated to

another part of the city at that time.

Peter Tannen suggested that interest in shuttle services indicated that there was a disconnect between Muni service and community needs. He questioned if the San Francisco Municipal Transportation Agency (SFMTA) could deliver these services more cost-effectively than piecemeal service by many separate providers. Mr. Schwartz responded that the situation in the Potrero area was similar to that in the Bayview area, where the lower population density and higher street grades made it challenging to provide cost-effective service. He said the experience of the Bayview area showed that a service run and funded by community-based organizations could be more effective in meeting the specific needs of those organizations.

Jacqueline Sachs commented that she favored reinstating the 53-Southern Heights bus line, and asked for the analysis justifying removal of that service. Ariel Espiritu Santo, Capital Budget lead at SFMTA, said she would check with transit operations and bring that information back to the CAC.

Raymon Smith noted support for the work overall but expressed concern about the removal of the 53-Southern Heights bus line.

During public comment, J.R. Eppler with Potrero Boosters, said there was demand on both sides of the hill for shuttle service, not just along the old route of the 53-Southern Heights bus line. He noted that there may be an opportunity to have a shuttle that served both needs or just bring back the 53-line.

Raymon Smith moved to approve this item, seconded by Wells Whitney.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larson, Lerma, Morrison, Rutledge, Sachs, Smith, Tannen, Waddling and Whitney

Absent: CAC Member Larkin

13. Adopt a Motion of Support for the Allocation of \$40,678,143 in Prop K Funds, with Conditions, and Appropriation of \$162,400 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Liz Brisson, Senior Transportation Planner, Colin Dentel-Post, Transportation Planner, Seon Joo Kim, Senior Transportation Planner, Mike Pickford, Transportation Planner, and Steve Rehn, Senior Transportation Planner, presented the item per the staff memorandum.

Raymon Smith asked about locations and site selection considerations for the proposed underground traffic signal conduit installations and the new and upgraded signals projects. Anna LaForte, Deputy Director for Policy and Programming, responded that each of the enclosed allocation request forms for the relevant projects included a location list and map, as well as an explanation of how they were selected (e.g., pages 69-71 and 85 of the enclosure for signal conduits, pages 54-55 and 65 for new signals, and pages 87-89 and 99 for signal upgrades).

Mr. Smith asked how the road diet, planned as part of the 6th Street project, came about. Craig Raphael, Transportation Planner at the San Francisco Municipal Transportation Agency (SFMTA), responded that 6th Street was identified as one of San Francisco's most dangerous roadways for pedestrians and was prioritized for improvements in the WalkFirst planning process. He said the Environmental Impact Report (EIR) would analyze a wide range of potential safety improvements, including a road diet, bike facility, and bulb-outs to name a few, and would include extensive outreach to stakeholders during the environmental review and

subsequent phases. Mr. Smith recommended that the Pedestrian Safety Advisory Committee be included in the outreach efforts.

Mr. Smith questioned whether the City and County of San Francisco (City) could afford to plant additional street trees. Ms. LaForte responded that the tree planting program only included existing tree wells where trees were previously located. Chris Buck, Urban Forester with San Francisco Public Works (SFPW), elaborated that street trees regularly needed to be replaced due to old age or other causes. He said that SFPW had sufficient staff to establish the City's current population of street trees. Mr. Smith asked about long-term maintenance of the new trees. Mr. Buck replied that the City's current plan included transfer of maintenance responsibility to adjacent property owners. Mr. Smith asked about community input on the species of new trees. Mr. Buck said the City's recently adopted Urban Forest Plan recommended that the City should ultimately be responsible for maintenance of all municipal trees, but that until establishment of sustainable funding, the City would continue its transfer program. He said SFPW considered many factors in selecting species, including neighborhood concerns, pruning and other maintenance costs. Santiago Lerma recommended that SFPW establish a standard for species selection to exclude issue-prone trees.

Mr. Lerma asked if the Southwest Subway project would impact the upgrades included in the 19th Avenue City Combined project. Ms. Brisson responded that the two projects were being carefully coordinated to minimize replacement of near-term improvements with the longer-term effort.

Mr. Lerma commented that bicycle hit posts required periodic replacement and asked if there were a longer-term solution. Mr. Raphael responded that the cost of more durable solutions, such as grade-separated bike lanes, were much greater than periodic replacement of the posts.

Peter Tannen commented that he was supportive of safety improvements at the Alemany Interchange.

Mr. Tannen asked why the motor coach procurement required a waiver of the Prop K Strategic Plan policy. Ariel Espiritu Santo, Capital Budget Lead at SFMTA, replied that because of the fast pace of the project, SFMTA had to move quickly on an opportunity to execute the contract and had other funds available to execute the option. She said non-Prop K funds would be used for expenses incurred prior to Transportation Authority Board approval of Prop K funds. Maria Lombardo, Chief Deputy Director, commented that the waiver was also precipitated by an administrative oversight by SFMTA. She said Prop K policy was clear that contract award should follow Transportation Authority Board consideration, so the Board would have a chance to weigh in on projects in a meaningful way.

Mr. Smith asked about the types of buses to be procured. Ms. Espiritu Santo replied that the procurement included two types of hybrid propulsion systems to allow SFMTA to compare performance. Mr. Smith asked if SFMTA had chosen a cabin configuration, and Ms. Espiritu Santo replied in the affirmative.

During public comment, Ed Mason said continuing to plant street trees in San Francisco was unsustainable, and that the proposed street tree parcel tax was not sufficiently austere.

Wells Whitney moved to approve this item, seconded by Eric Rutledge.

The item was approved by the following vote:

Ayes: CAC Members Larson, Lerma, Morrison, Rutledge, Sachs, Tannen, Waddling and Whitney

Abstained: CAC Members Ablog and Smith

Absent: CAC Member Larkin

14. Adopt a Motion of Support to Approve the Fiscal Year 2015/16 Transportation Fund for Clean Air Program of Projects – ACTION

Mike Pickford, Transportation Planner, presented the item per the staff memorandum.

Chair Waddling encouraged Caltrain to submit a similar request for bicycle parking improvements as the San Francisco Municipal Transportation Agency had done. He commented that University of California San Francisco operated 13 shuttles and asked why the new shuttle wasn't proposed as an addition to that existing program. Mr. Pickford responded that he would look into it and follow up with the CAC. In response to a question from Mr. Smith, Anna LaForte said the CAC would receive updated information on the shuttle project prior to the Plans and Programs Committee meeting on June 16.

There was no public comment.

Peter Tannen moved to approve this item, seconded by John Larson.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larson, Lerma, Morrison, Rutledge, Sachs, Smith, Tannen, Waddling and Whitney

Absent: CAC Member Larkin

15. Adopt a Motion of Support for the Adoption of the Proposed Fiscal Year 2015/16 Annual Budget and Work Program – ACTION

Cynthia Fong, Deputy Director for Finance & Administration, presented the item per the staff memorandum.

Raymon Smith asked about staff's confidence that the revenue goal would be met. Ms. Fong responded that in past years Prop K revenues had always exceeded the budget forecast.

There was no public comment.

Raymon Smith moved to approve this item, seconded by Santiago Lerma.

The motion was approved by the following vote:

Ayes: CAC Members Ablog, Larson, Lerma, Rutledge, Sachs, Smith, Tannen, Waddling and Whitney

Abstained: CAC Member Morrison

Absent: CAC Member Larkin

16. Update on Caltrain and High Speed Rail Compatibility – INFORMATON

Luis Zurinaga, Project Management Oversight Consultant, introduced the item per the staff memorandum. Mr. Zurinaga introduced Casey Fromson, Government Affairs Officer, and Dave Couch, Project Delivery Director, at Caltrain, and Will Gimple with the California High-Speed Rail Authority, who were available for questions.

John Larson asked how many fewer seats there would be if the Electric Multiple Units (EMU's) were configured with four doors per side. Ms. Fromson replied that the number of seats would be reduced by 60 to 100 per train. Mr. Larson asked if it would be more cost-effective to purchase the standard cars and retrofit them with additional doors. Mr. Couch responded that

installation by the original equipment manufacturer was the preferred policy and would be more cost-effective. He added that if Caltrain transitioned to having all high-level platforms, the lower doors would be sealed and some or all of the lost seating could be recovered by installing more seats on the lower level. Wells Whitney suggested that Caltrain could use the same vehicles as the High-Speed Rail (HSR) trains and that the California High Speed Rail Authority (CHSRA) could procure cars with two levels of doors. Mr. Couch replied that HSR vehicles required capabilities far beyond those of Caltrain's vehicles, most notably that they required much greater power. He said HSR trains would be single level, so bi-level boarding would not be an option. Mr. Whitney asked if Caltrain and HSR would use the same power, control and signal systems. Mr. Couch responded in the affirmative.

Jacqueline Sachs asked if wheelchair-accessible seating would be reduced under the bi-level boarding scenario. Ms. Fromson said that all scenarios would include the same number of wheelchair-accessible spaces. Raymon Smith asked if both boarding scenarios had sufficient emergency exit capabilities. Mr. Couch responded in the affirmative. Mr. Smith asked if the funding plan was available on Caltrain's website, and Ms. Fromson answered in the affirmative.

John Morrison asked if commuter rail operators in southern California were also facing issues of compatibility with HSR. Mr. Gimple replied that compatibility issues with those operations were very different and much easier to resolve. He said compatibility with Caltrain was complicated by the need for both systems to share the same track and related infrastructure.

During public comment, Roland Lebrun stated that the proposed HSR trains were incompatible in width as well as boarding height. He also said that Federal Rail Administration (FRA) rules stipulated that all HSR systems must be compatible with existing infrastructure. He recommended that resolution of the compatibility issue await publication of FRA's upcoming document ETF_00103, which would set rules governing HSR compatibility with local systems. Andy Chau stated that high-level boarding was flawed because it added to the difficulty of loading bicycles onto the lower level. He also said that Peninsula cities have not yet agreed to high-level platforms, which endangered their agreements with CHSRA. Ed Mason suggested that HSR could terminate at San Jose, eliminating the Caltrain compatibility issue.

17. **Transportation Sustainability Program Update – INFORMATION**

Michael Schwartz, Senior Transportation Planner, and Wade Wietgreffe, Senior Planner with the San Francisco Planning Department, presented the item.

Wells Whitney asked if public outreach had begun yet. Mr. Wietgreffe responded that developer outreach was just beginning and that presentations had been made to several citizen advisory committees. He said much more outreach would take place after the nexus and feasibility studies were published in the next couple weeks.

John Larson asked how Vehicle Miles Traveled (VMT) would work for capacity expansion projects and wondered if the new measure would essentially be a cap on VMT. Mr. Wietgreffe pointed out that the environmental review process in itself did not approve or reject any project, but rather served to provide information about the environmental impacts of a project. He said the approval was ultimately with the decision-making body. Mr. Schwartz added that under the existing transportation metric, level of service, projects like Van Ness Avenue Bus Rapid Transit revealed significant and unavoidable impacts as part of their environmental review process, but that the San Francisco Municipal Transportation Agency and Transportation Authority boards both approved that project in spite of those impacts. He said that the new metric would better capture the transportation environmental impacts that were disclosed for projects like the ones Mr. Larson described.

During public comment Edward Mason stated that the program was two years behind schedule versus the last time it had been presented to the CAC. He said the CAC should question what caused the delay and how much revenue in development fees had been lost due to this delay. Mr. Mason said there was an assumption in the program that people would support the sustainable modes of travel such as bicycles and transit. He asked if ride hailing services such as Uber and Lyft would be included in the VMT calculations given their proliferation. He also stated that the fee would not address the congestion of a specific project because it would be spent citywide.

18. Introduction of New Business – INFORMATION

Chair Waddling recognized John Morrison as the newest member of the CAC and asked him to introduce himself. Mr. Morrison said he had been a teacher, entrepreneur and 8-year city councilor in Northampton Massachusetts. He said he moved to California in 1999 to become the Director of Education for the California Film Institute. Mr. Morrison said the CAC would be his first experience with government at the committee level, but that he saw membership as part of his civic service to San Francisco. He said he was a homeowner in the Crocker-Amazon neighborhood and commuted to San Rafael, so transportation was important to him.

Jacqueline Sachs requested an update on the status of night-time transit service.

There was no public comment.

19. Public Comment

During public comment, Ed Mason said that private shuttles were violating the rules of SFMTA's pilot shuttle program. Roland Lebrun commented that the capacity analysis that Caltrain performed three years ago anticipated 900 seats per train. He also said that Caltrain's work on its Communications Based Overlay Signal System (CBOSS) would be wasted because the request for proposals for its electrification project included a complete re-design of its signaling system.

20. Adjournment

The meeting was adjourned at 8:23 p.m.



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DRAFT MINUTES

PLANS AND PROGRAMS COMMITTEE

Tuesday, May 12, 2015

1. Roll Call

Chair Tang called the meeting to order at 10:02 a.m. The following members were:

Present at Roll Call: Commissioners Breed, Christensen and Tang (3)

Absent at Roll Call: Commissioners Farrell and Yee (entered during Item 4) (2)

Chair Tang called Item 2 after Item 5.

2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee (CAC), reported that at its April 22 meeting, the CAC considered and passed Item 5 from the agenda. Mr. Waddling said that on Item 5 the CAC echoed the committee's praise for the proposed projects.

There was no public comment.

3. Approve the Minutes of the April 21, 2015 Meeting – ACTION

There was no public comment.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, and Tang (3)

Absent: Commissioners Farrell and Yee (2)

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

Mike Pickford, Transportation Planner, presented the item per the staff memorandum.

Commissioner Christensen stated that Wells Whitney had been an excellent representative for District 3 and an asset to the Citizens Advisory Committee (CAC) so she endorsed his reappointment.

Peter Fortune, Roger Kuo, and John Morrison spoke to their interests and qualifications in being appointed to the CAC.

There was no public comment.

Commissioner Farrell asked if the vacant seats had to be filled by candidates from certain districts, and if so which districts were these vacancies for.

Mr. Pickford clarified that CAC seats were not tied to specific districts, but that in practice there had been a representative from each district on the CAC. He said that Mr. Whitney resided in District 3 and that Angela Minkin resided in District 11.

Commissioner Farrell stated that he had worked with Mr. Fortune on a number of projects over the years and noted that he was an amazing advocate in District 2 and would be a great addition to the CAC. He said he understood the practice of having a representative from each district and was happy to continue that tradition.

Commissioner Breed asked if Commissioner Avalos had recommended a candidate from District 11 since the vacancy was continued at the prior month's meeting. She said that although it's not written in the CAC's by-laws, it was important to have representation on the CAC from residents across the city. She said that having a representative from District 11 was especially important because that district was far from the center of the city and its residents faced different challenges with public transportation. Commissioner Breed added that she was impressed with all three candidates who spoke, but especially Mr. Kuo because of his knowledge and experience of riding Muni for many years.

Chair Tang stated that Commissioner Avalos supported Mr. Morrison for the District 11 vacancy, but that it was continued from last month because Mr. Morrison had yet to appear before the committee.

Commissioner Christensen stated that for the District 3 vacancy, Mr. Kuo had made it a tough decision but that Mr. Whitney had served the CAC well and was an avid transit rider. She said that her office had created a supervisors transportation advisory committee and she invited Mr. Kuo to participate.

Chair Tang thanked all three candidates who spoke for attending the meeting and for their interest in serving the CAC, and hoped that they would continue to stay involved in this important topic.

Commissioner Farrell moved to recommend appointment of Mr. Morrison and reappointment of Mr. Whitney, seconded by Commissioner Christensen.

The motion to recommend appointment of John Morrison and reappointment of Wells Whitney to the CAC was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Farrell, Tang and Yee (5)

5. Recommend Allocation of \$772,900 in Prop K Funds, with Conditions, and Appropriation of \$90,000 in Prop K Funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Mike Pickford, Transportation Planner, and Amber Crabbe, Assistant Deputy Director for Policy and Programming, presented the item per the staff memorandum.

Commissioner Christensen noted that a number of the projects included in this request were of interest to District 3 constituents, including the traffic signal at Columbus and Francisco Streets. She said this signal was near a Hope VI housing project and a pre-kindergarten school and she urged that it be expedited to the extent possible. Commissioner Christensen added that the Polk Street project was not only a bike project but also a pedestrian safety project, and that she was looking forward to its completion. She expressed interest in the Lombard Street planning effort and how congestion on Lombard impacted multiple districts. Lastly Commissioner Christensen noted that she was looking forward to the improvements at the Chavez/Potrero/Bayshore intersection.

Commissioner Farrell thanked Transportation Authority staff and the San Francisco Municipal Transportation Agency for their work on the Lombard Street planning effort and noted that although the project consists of just one block in length it affects the entire neighborhood and two districts.

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Farrell, Tang and Yee (5)

6. Major Capital Projects Update – Presidio Parkway – INFORMATION

Lee Saage, Deputy Director for Capital Projects, introduced the item and John Fisher, Assistant Vice President at Parsons Brinckerhoff, who presented the item.

Commissioner Farrell thanked Mr. Fisher for his presentation and said that although the project was located entirely in District 2, it was truly a regional, state, and even federal project. He said the project was a long time coming but that he believed it represented the future in major transportation projects and was a demonstration of what public-private partnerships could accomplish. Commissioner Farrell stated that it was going to be an amazing finished product and that having the Presidio Trust finish the landscaping over the tunnels would turn it into a world-class landmark.

Commissioner Christensen asked if Presidio Parklands was included in the original agreement or if it was added to the project scope. Mr. Fisher responded that it was not part of the original agreement or added to the project scope but that it was an adjacent project. He said an element of the Presidio Parkway project included landscaping over the tunnels but that the Presidio Trust was currently going through its design process for that area and that if the timing worked out the Presidio Trust could install the landscaping instead.

Commissioner Christensen asked if that meant there was an interim phase. Mr. Fisher stated that for the Presidio Trust it would represent the final phase, and that the Presidio Trust would be relieving the California Department of Transportation from finishing that landscaping element. He elaborated that the project's environmental document dictated what the landscaping should look like on top of the tunnels but that the Presidio Trust would assume the obligation to complete it.

Commissioner Christensen recognized Michael Painter for his bold vision of the Presidio Parkway project and recognized the dedication of Lee Saage and other individuals on the project team who helped bring those ideas to fruition.

Tilly Chang, Executive Director, stated that thanks were also due to former Executive Director, Jose-Luis Moscovich, who championed this project along with Mr. Saage over the past fifteen years. She said that the Presidio Parkway project was innovative in many dimensions and that it harnessed private capital to advance delivery. She added that it was also a good example of a public-public partnership due to the close cooperation between the Transportation Authority, the San Francisco Municipal Transportation Agency, Caltrans, and the Presidio Trust.

Chair Tang stated that she could not wait to drive, walk and bike around the new facilities.

There was no public comment.

7. Introduction of New Items – INFORMATION

There was no public comment.

8. Public Comment

There was no public comment.

9. Adjournment

The meeting was adjourned at 10:50 a.m.



Memorandum

Date: 06.08.15 **RE:** Plans and Programs Committee
June 16, 2015

To: Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

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

Through: Tilly Chang – Executive Director *TJC*

Subject: **ACTION** – Recommend Allocation of \$74,083,386 in Prop K Funds, with Conditions, and Appropriation of \$162,400 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we are seeking approval of seventeen requests totaling \$74,245,786 in Prop K sales tax funds. Three projects account for nearly 90% of the funds, including two San Francisco Municipal Transportation Agency (SFMTA) motor coach procurements. The first is \$12.4 million for 26 60-ft articulated hybrid diesel replacement buses to be purchased from New Flyer of America, Inc. On June 5, the SFMTA submitted the second (urgent) request for \$33,405,243 for procurement of 34 40-foot and 50 60-foot hybrid diesel motor coaches. This procurement will be done via a contract option to the New Flyer contract to procure 84 replacement vehicles and 14 expansion vehicles. Thirdly, we are requesting \$12.3 million for allocation to Caltrans as the Prop K portion of a \$276.4 million milestone payment due to the Public Private Partnership concessionaire upon substantial completion of the Presidio Parkway project, anticipated this September. There are two NTIP requests. One is for \$150,000 for SFMTA and Transportation Authority staff to provide NTIP program support. The other is for \$100,000 for concept development and evaluation of a new north-south multimodal pathway connecting San Bruno Avenue to the Alemany Farmer's Market, and new bicycle lanes along Alemany Boulevard between Putnam Street and Bayshore Boulevard. This is the District 9 NTIP planning project. Other SFMTA projects include: additional funds for pre-environmental work for the proposed Southwest Subway (19th Avenue/M Ocean View); 5 traffic signal related projects, replacement or upgrade of safe-hit posts, green bike lanes and bike boxes; the Fiscal Year 2015/16 local-track Traffic Calming program; and an environmental impact report for the 6th Street Pedestrian Safety Improvement Project. San Francisco Public Works is requesting Prop K funds for repair of sidewalks damaged by city street trees and replacement, establishment, and maintenance of about 1,700 street trees. BART is requesting funds for design of replacement cross-passage doors in the Transbay Tube.

BACKGROUND

We have sixteen requests totaling \$74,245,786 in Prop K sales tax funds to present to the Plans and Programs Committee at the June 16, 2015 meeting, for potential Board approval on June 23, 2015. As shown in Attachment 1, the requests come from the following Prop K categories:

- Other Transit Enhancements
- Vehicles - SFMTA

- Guideways - BART
- Presidio Parkway
- New Signals & Signs
- Signals & Signs
- Pedestrian and Bicycle Facility Maintenance
- Traffic Calming
- Pedestrian Circulation/ Safety
- Tree Planting and Maintenance
- Transportation/ Land Use Coordination

Transportation Authority Board adoption of a 5-Year Prioritization Program (5YPP) for Prop K programmatic categories is a prerequisite for allocation of funds from each of these categories except Presidio Parkway, a single-project category programmed directly in the Prop K Strategic Plan.

DISCUSSION

The purpose of this memorandum is to present sixteen Prop K requests totaling \$74,245,786 to the Plans and Programs Committee and to seek a recommendation to allocate or appropriate the funds as requested. Attachment 1 summarizes the requests, 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 is included in the attached Allocation Request Forms.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions, 5YPP amendment and other items of interest.

Three projects account for nearly 90% of the funds, including two San Francisco Municipal Transportation Agency (SFMTA) motor coach procurements. The first is \$12.4 million for 26 60-ft articulated hybrid diesel replacement buses to be purchased from New Flyer of America, Inc.. On June 5, the SFMTA submitted the second (urgent) request for \$33,405,243 for procurement of 34 40-foot and 50 60-foot hybrid diesel motor coaches to replace aging motor coaches. This procurement will be done via a contract option (Amendment 1) to the New Flyer contract to procure the 84 replacement vehicles as well as 14 additional expansion vehicles. Thirdly, we are requesting \$12.3 million for allocation to Caltrans as the Prop K portion of a \$276.4 million milestone payment due to the Public Private Partnership concessionaire upon substantial completion of the Presidio Parkway project, anticipated this September.

As noted in the CAC Position section below, the second SFMTA request for over \$33 million in sales tax funds to support procurement of diesel hybrid motor coaches was received after the May CAC meeting. We are taking the item directly to the June Plans and Programs Committee since the contract option has already been authorized by the SFMTA Board and the Board of Supervisors. This will allow SFMTA to issue a notice to proceed on the contract amendment as early as late June, following execution of the Standard Grant Agreement for Prop K funds.

Representatives from sponsor agencies will attend the Plans and Programs Committee meeting to answer questions.

ALTERNATIVES

1. Recommend allocation of \$74,083,386 in Prop K funds, with conditions, and appropriation of \$162,400 in Prop K funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocation of \$74,083,386 in Prop K funds, with conditions, and appropriation of \$162,400 in Prop K funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on all of the subject requests at its May 27, 2015 meeting except the SFMTA's request for \$33 million for Amendment 1 to the New Flyer contract for new diesel hybrid motor coaches, which was received after the CAC meeting. The CAC, unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This action would allocate \$74,083,386 and appropriate \$162,400 in Fiscal Year 2015/16 Prop K funds, with conditions, for a total of sixteen requests. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

The Fiscal Year 2015/16 Prop K Allocation Summary (Attachment 4) shows that the allocations and cash flows recommended in this memorandum are the first for Fiscal Year 2015/16.

Sufficient funds are included in the proposed Fiscal Year 2015/16 budget to accommodate the recommended 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 \$74,083,386 in Prop K funds, with conditions, and appropriation of \$162,400 in Prop K funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K 2015/16 Fiscal Year Cash Flow Distribution – Summary

Enclosure:

1. Prop K Allocation Request Forms (17)

Attachment 1: Summary of Applications Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K 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	16	SFMTA	Southwest Subway (19th Avenue/M Ocean View) - Pre-Environmental Supplement	\$ 255,700	\$ 1,275,700	74%	80%	Planning	7, 11	
Prop K	17M	SFMTA	61 60-ft Low Floor Diesel Hybrid Coaches (26 replace+35 expand)	\$ 12,352,094	\$ 78,688,113	84%	84%	Procurement	Citywide	
Prop K	17M	SFMTA	48 40-ft and 50 60-ft Low Floor Diesel Hybrid Coaches	\$ 33,405,243	\$ 111,252,323	84%	70%	Procurement	Citywide	
Prop K	22B	BART	Transbay Tube Cross-Passage Doors Replacement	\$ 160,000	\$ 500,000	78%	68%	Design	6	
Prop K	24	Caltrans	Presidio Parkway	\$ 20,400,000	\$ 276,400,000	79%	93%	Construction	2	
Prop K	31	SFMTA	New Signal Contract 62	\$ 1,500,000	\$ 1,960,000	16%	23%	Construction	1, 3, 4, 5, 6	
Prop K	33, 31	SFMTA	Traffic Signal Conduit	\$ 550,000	\$ 550,000	41%	0%	Construction	1, 7, 8, 11	
Prop K	33	SFMTA	Traffic Signal Upgrade Contract 34	\$ 518,000	\$ 518,000	41%	0%	Design	1, 2, 3, 5, 6, 7, 8, 9, 11	
Prop K	33	SFMTA	3rd Street Traffic Signal Detection Upgrade Phase I	\$ 300,000	\$ 300,000	41%	0%	Construction	10	
Prop K	33	SFMTA	19th Avenue Signals Phase III	\$ 630,000	\$ 630,000	41%	0%	Design	4, 7	
Prop K	37	SFMTA	Bicycle Facility Maintenance	\$ 150,000	\$ 150,000	48%	0%	Construction	Citywide	
Prop K	37	SFPW	Public Sidewalk Repair	\$ 514,349	\$ 745,470	48%	31%	Construction	Citywide	
Prop K	38	SFMTA	Local-Track Application-Based Traffic Calming Program	\$ 203,400	\$ 203,400	51%	0%	Planning	Citywide	
Prop K	40	SFMTA	6th Street Pedestrian Safety Improvement	\$ 2,012,000	\$ 2,050,601	25%	2%	Environmental	6	
Prop K	42	SFPW	Tree Planting & Maintenance	\$ 1,045,000	\$ 4,681,517	57%	78%	Construction	Citywide	
Prop K	44	SFCTA/SFMTA	NTIP Program Support	\$ 150,000	\$ 150,000	40%	0%	Planning	Citywide	

Attachment 1: Summary of Applications Received

Prop K	44	SFCTA/ SFMTA	Alemany Interchange Improvement Study [NTIP Planning]	\$ 100,000	\$ 200,000	40%	50%	Planning	9, 10
			TOTAL	\$ 74,245,786	\$ 480,255,124	80%	85%		

Footnotes

\$ 7,946,595

- 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
- 2 Acronyms: BART (Bay Area Rapid Transit District); Caltrans (California Department of Transportation); SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works).
- 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
- 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	Project Description
16	SFMTA	Southwest Subway (19th Avenue/M Ocean View) - Pre-Environmental Supplement	\$ 255,700	Funds will be used for planning, conceptual engineering, community outreach and preparation of documents that will be needed for the environmental phase of the project. Additional funding is being sought primarily to: 1) cover additional engineering work needed to support the required Caltrans documents (PSR-PDS); and 2) conduct additional conceptual engineering work to consider refinements to the southern grade-separated crossing. The overall project will improve transit performance and pedestrian safety and reduce congestion in the 19th Avenue corridor, as well as supporting anticipated growth along the west side of the corridor. The full cost of the project is estimated at \$520 million.
17M	SFMTA	61 60-ft Low Floor Diesel Hybrid Coaches (26 replace+35 expand)	\$ 12,352,094	Prop K funds will be used to purchase 26 60-ft low floor hybrid buses to replace buses that have reached their 12-year useful life. This purchase is part of a larger \$80 million procurement that includes 35 additional buses for expansion. The new hybrid buses will allow the SFMTA to provide more reliable and fuel-efficient service. SFMTA already awarded the contract to New Flyer of America, Inc. and has received the first vehicle. All the buses are expected to be delivered by February 2016. See below for Amendment 1 of this contract.
17M	SFMTA	48 40-ft and 50 60-ft Low Floor Diesel Hybrid Coaches	\$ 33,405,243	Prop K funds will be used to purchase 34 40-ft and 50 60-ft diesel low floor hybrid buses that have reached their 12-year useful life. This purchase is part of a larger \$111 million procurement that also includes 14 40-ft diesel buses for fleet expansion (98 vehicles total). The SFMTA Board and Board of Supervisors already authorized this procurement, which is Amendment 1 to the base contract with New Flyer awarded for the 61 60-ft Coaches project described above. The Notice to Proceed for this amendment is expected to be issued in June 2015, upon execution of the Prop K Standard Grant Agreement. The first vehicle is expected to be delivered in November 2015, and all vehicles are expected to be delivered by October 2016.
22B	BART	Transbay Tube Cross-Passage Doors Replacement	\$ 160,000	This request fully funds the design phase for the replacement of up to 10 cross-passage doors on the San Francisco side of the Transbay Tube. These doors are the means of emergency egress to an interior passageway between the tunnels. Current doors are 40 years old and have reached the end of their useful lives. Design is anticipated to be completed by March 2016.
24	Caltrans	Presidio Parkway	\$ 20,400,000	Phase II of the Presidio Parkway project is being delivered as a public-private partnership (PPP). As part of the PPP agreement between Caltrans and the concessionaire (GLC), Caltrans is to pay a \$276.4 million milestone payment to GLC upon substantial completion of Phase II which is anticipated to occur on September 24, 2015. The requested Prop K funds will provide the \$20.4 million Prop K share of the milestone payment consistent with the project funding agreement approved by the Transportation Authority in 2011.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
31	SFMTA	New Signal Contract 62	\$ 1,500,000	Prop K funds will be used for the construction of new traffic signals on Sunset at Wawona and Moraga Streets, Geary at 22nd and 26th Avenues, 34th/Lincoln Way, and O'Farrell and Webster Streets, and a new flashing beacon system at 350 Francisco Street near the Francisco Middle School. Contract 62 also includes a new signal at 8th and Natoma Streets, funded through previously allocated Prop AA funds, as recommended in the Western SoMa Neighborhood Transportation Plan. New signals will have pedestrian countdown signals, curb ramps, mast-arms, conduit, and other necessary signal infrastructure. Design was funded by Prop K and Prop AA funds. SFMTA expects all of the signals to be open for use by August 2016.
33, 31	SFMTA	Traffic Signal Conduit	\$ 550,000	Sales tax funds will be used to install underground conduit at 7 to 10 intersections where the SFMTA is planning new or upgraded traffic signals. This project will occur in advance of SFPW paving projects on San Jose Avenue, Guerrero Street, Sagamore Street and Naples Avenue, which are scheduled to begin construction before the end of 2015. Installing the conduit now ensures that all work is done before the 5-year moratorium for work on newly paved streets. It also allows for construction coordination to minimize disruption to the public. Installation of 7 of the signals is scheduled to be complete by 2018. Locations are on page 3 of the allocation request.
33	SFMTA	Traffic Signal Upgrade Contract 34	\$ 518,000	This request will fund the design of traffic signal-related upgrades at 14 locations across the city. Upgrades will include new controllers, poles, mast arms, larger signal heads and pedestrian countdown indicators, as well as curb ramps and separated left turn phasing in certain locations. Eight of the intersections are located on the Vision Zero High Injury Network, which encompasses the pedestrian, bicycle, and vehicle high injury corridors. SFMTA expects to complete design by August 2016 and construction by June 2018. Locations are on page 3 of the allocation request.
33	SFMTA	3rd Street Traffic Signal Detection Upgrade Phase I	\$ 300,000	This project will replace the video camera-based vehicle detection systems at 12 of the 67 intersections along the T-Third light rail line, from 18th Street to Burke Avenue, including Cesar Chavez Street. The new wireless traffic detection system will alert the signal controller that vehicles and bicycles are waiting in the traffic lanes. SFMTA has found wireless detection is more reliable, accurate, and easier to maintain than the video detection system. The wireless detection system will operate independently from the Vetag transit priority system on 3rd Street, which detects light rail vehicles, though both systems will use the same traffic controller. Work will be done by December 2016.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
33	SFMTA	19th Avenue Signals Phase III	\$ 630,000	Requested funds will be used for design of 5 of the remaining 9 signals needing upgrades along the 19th Avenue corridor. Phases I and II were completed in 2010 through a partnership between the SFMTA and Caltrans and improved signals at 25 intersections along the corridor with larger signal heads mounted on mast arms, pedestrian countdown indicators, new curb ramps, and related signal infrastructure. For Phase III, SFMTA and Caltrans are responsible for 5 and 4 locations respectively. SFMTA expects to complete design by late 2016 at its 5 locations (Moraga, Wawona, Sloat, Rossmoor, and Winston). Construction will be combined with the larger 19th Avenue improvement project, which includes bulbouts, street resurfacing, water and sewer work. Signal upgrades at 19th and Rossmoor will be constructed as part of the 19th Avenue M-Line contract.
37	SFMTA	Bicycle Facility Maintenance	\$ 150,000	SFMTA will replace approximately 400 safe-hit posts and to upgrade and/or maintain green bike lanes and bike boxes in poor condition at identified high-need locations. In addition, these funds will allow SFMTA staff to test new, more substantial types of safe-hit posts, and to coordinate with SFPW on testing power washing techniques for green bike boxes that can be adopted into existing street facility maintenance. SFMTA staff will complete this project by summer 2016. See pages 2-3 of the allocation request for the list of locations.
37	SFPW	Public Sidewalk Repair	\$ 514,349	Sales tax funds will leverage \$231,000 in state funds to repair a total of 320 sidewalk locations around City street trees. Prioritization criteria include information based on inspection, public requests and other factors detailed in the 5YPP.
38	SFMTA	Local-Track Application-Based Traffic Calming Program	\$ 203,400	Prop K funds will be used for the planning and conceptual engineering phase of the Fiscal Year 2015/16 program, including citywide outreach, evaluation and prioritization of up to 100 applications, and project development for up to 25 locations including balloting, legislation, and public hearing to approve the devices. SFMTA anticipates evaluating applications following the August 1, 2015 deadline and notifying residents if their applications have been accepted or not by January 2016. Design of the recommended traffic calming devices, most of which are anticipated to be speed humps, is expected to be completed by August 2016. The construction phase would be funded through a future Prop K request and occur August-December 2016.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
40	SFMTA	6th Street Pedestrian Safety Improvement	\$ 2,012,000	Prop K funds will be used to fully fund an Environmental Impact Report (EIR) for the subject project, which will improve the safety and livability of the corridor for all roadway users between Market and Bryant Streets and on Golden Gate Avenue from Jones to Market Streets. The central component of this project is a road diet on 6th Street from the existing two lanes of travel in each direction to one lane of travel in each direction. In addition to calming vehicular traffic on this crowded pedestrian corridor, the proposed road diet will provide space in the right-of-way for pedestrian safety bulb-outs, raised crosswalks, landscaping, and streetscape improvements. Based on past practice, EIRs can take 18-36 months. Contract award is anticipated in fall 2015.
42	SFPW	Tree Planting & Maintenance	\$ 1,045,000	Prop K funds will be used to replace 325 street trees in the public right-of-way, establish 622 young trees by watering them on a weekly basis, and maintain 779 mature street trees. Prioritized locations are listed on pages 1-2 of the allocation request. SFPW is notifying property owners of their eventual maintenance responsibility through community meetings, web outreach and notices at the time of transfer. Prop K will leverage over \$3.6 million in state gas tax and local funds.
44	SFCTA/ SFMTA	NTIP Program Support	\$ 150,000	Requested funds enable SFMTA and Transportation Authority staff to work together to support commissioners' efforts to identify potential Neighborhood Transportation Improvement Program (NTIP) planning and capital projects; to develop proposed scope, schedule, and budget information to support allocation of NTIP grants; and to provide ongoing NTIP support as grants are implemented.
44	SFCTA/ SFMTA	Alemany Interchange Improvement Study [NTIP Planning]	\$ 100,000	Sales tax funds will be used to develop and evaluate a new north-south multimodal pathway connecting San Bruno Avenue to the Alemany Farmer's Market, and new bicycle lanes along Alemany Boulevard between Putnam Street and Bayshore Boulevard. The SFCTA will lead the Study in coordination with partner agencies and the surrounding communities. The proposed budget assumes availability of \$100,000 from the General Fund. If General Fund money is not available the scope will include study of the multimodal pathway only. The request includes a \$12,600 allocation to the SFMTA to support its staff work on the NTIP study. The study will be completed by June 2016.
TOTAL			\$ 74,245,786	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Recommendation
16	SFMTA	Southwest Subway (19th Avenue/M Ocean View) - Pre-Environmental Supplement	\$ 255,700	5YPP Amendment: Requires a revenue neutral swap of current funding not needed for the Quint Jerrold Connector Road with FY 16/17 funding for the environmental phase of the subject project. The connector road is moving more slowly than anticipated so this fund swap holds the project harmless.
17M	SFMTA	61 60-ft Low Floor Diesel Hybrid Coaches (26 replace+35 expand)	\$ 12,352,094	Strategic Plan Policy Waiver is required as SFMTA awarded the contract in December 2014. Prop K policy requires allocation of funds prior to advertisement. SFMTA indicates this was due to an administrative oversight. This contract also included an amendment option described below.
17M	SFMTA	48 40-ft and 50 60-ft Low Floor Diesel Hybrid Coaches	\$ 33,405,243	The CAC did not act on this request as it was received after the May 27 CAC meeting. Strategic Plan Policy Waiver is required as SFMTA Board authorized Amendment 1 to the contract noted above in April 2015, prior to allocation of the requested Prop K funds. The notice to proceed would follow execution of the Standard Grant Agreement for the funds.
22B	BART	Transbay Tube Cross-Passage Doors Replacement	\$ 160,000	5YPP Amendment: Requires a finance cost neutral amendment to reprogram \$292,171 from another motor coach replacement project to the subject project and to shift cash flow between the two projects. Commitment to Allocate: Approving this request would fulfill the Transportation Authority's commitment to allocate FY 15/16 Prop K funds to fully fund the project (Resolution 15-28).
24	Caltrans	Presidio Parkway	\$ 20,400,000	The terms and conditions of this allocation shall be governed by the existing Cooperative Agreement between Caltrans and the Transportation Authority for the subject project, rather than by a Prop K Standard Grant Agreement.
31	SFMTA	New Signal Contract 62	\$ 1,500,000	Strategic Plan Policy Waiver was granted on January 9, 2015, at the SFMTA's request to advertise the project in advance of the Transportation Authority Board allocating the requested Prop K funds to the project. Commitment to Allocate: Approving this request would fulfill the Transportation Authority's commitment to allocate FY 15/16 Prop K funds to fully fund the project (Resolution 15-34).

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Recommendation
33, 31	SFMTA	Traffic Signal Conduit	\$ 550,000	
33	SFMTA	Traffic Signal Upgrade Contract 34	\$ 518,000	
33	SFMTA	3rd Street Traffic Signal Detection Upgrade Phase I	\$ 300,000	
33	SFMTA	19th Avenue Signals Phase III	\$ 630,000	
37	SFMTA	Bicycle Facility Maintenance	\$ 150,000	
37	SFPW	Public Sidewalk Repair	\$ 514,349	
38	SFMTA	Local-Track Application-Based Traffic Calming Program	\$ 203,400	
40	SFMTA	6th Street Pedestrian Safety Improvement	\$ 2,012,000	<p>Strategic Plan Policy Waiver was granted administratively by SFCTA staff on May 4, 2015, at the SFMTA's request to advertise the consultant contract in advance of the Transportation Authority Board allocating the requested Prop K funds.</p> <p>5YPP Amendment: Our recommendation is contingent on an amendment to the Pedestrian Circulation/Safety 5YPP to redirect \$2,012,000 from the design and construction phases of the subject project to the environmental phase. Since adoption of the 5YPP in July 2014, the Planning Department determined that the project needs a focused EIR because of the proposed lane changes and traffic modifications developed through the planning phase.</p>
42	SFPW	Tree Planting & Maintenance	\$ 1,045,000	
44	SFCTA/ SFMTA	NTIP Program Support	\$ 150,000	
44	SFCTA/ SFMTA	Alemany Interchange Improvement Study [NTIP Planning]	\$ 100,000	
TOTAL			\$ 74,245,786	

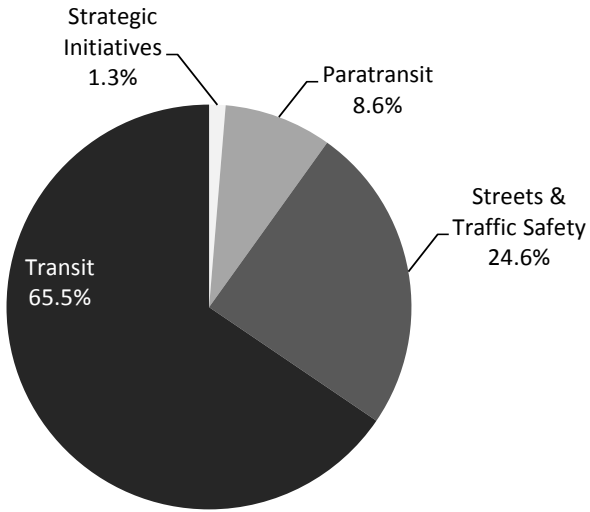
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2015/16**

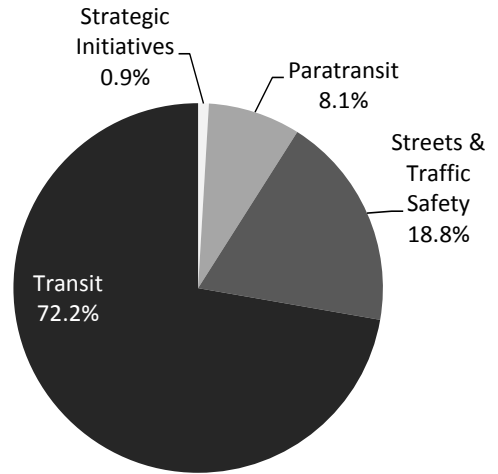
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	2019/20
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 74,245,786	\$ 55,430,543	\$ 18,815,243	\$ -	\$ -	\$ -
New Total Allocations	\$ 74,245,786	\$ 55,430,543	\$ 18,815,243	\$ -	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2015/16 allocations approved to date, along with the current recommended

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date





Memorandum

Date: 06.08.15 **RE:** Plans and Programs Committee
June 16, 2015

To: Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Weiner (Ex Officio)

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

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Adoption of the Potrero Hill Neighborhood Transportation Plan Final Report

Summary

The Potrero Hill Neighborhood Transportation Plan (NTP) is the result of a community-based planning effort in the southern Potrero Hill neighborhood of San Francisco, and was funded by a California Department of Transportation Environmental Justice Planning grant, a Metropolitan Transportation Commission Community Based Transportation Planning grant, and the Transportation Authority's Proposition K sales tax program. The technical team, led by the Transportation Authority, collaborated with community stakeholders to identify multimodal transportation priorities at the neighborhood scale, prioritizing near-term improvements to improve connectivity across the site and to the broader neighborhood, city, and region. The final recommendations focus on low-cost improvements that could be implemented before the site is redeveloped wholesale through the Rebuild Potrero project. Prioritized projects include pedestrian safety and transit stop enhancements, including transit bulbouts that would be built using non-infrastructure materials (i.e., construction that does not require regrading the street or moving sewer catchbasins). If successful, this innovative feature could be replicated throughout the city, bringing benefits to transit riders more quickly and cost effectively, particularly on streets that are not scheduled for near term repaving. The NTP includes complete funding plans for these enhancements, with allocations from all sources (including Lifeline Transportation Program funds from the Transportation Authority) anticipated by July 2015 and implementation anticipated by early 2016. The NTP also studied a potential shuttle route to improve access across the site and to connect residents with nearby amenities.

BACKGROUND

The Potrero Hill Neighborhood Transportation Plan (NTP) is the result of a community-based planning effort in the southern Potrero Hill neighborhood of San Francisco, and was funded by a California Department of Transportation Environmental Justice Planning grant, a Metropolitan Transportation Commission Community Based Transportation Planning grant, and the Transportation Authority's Proposition K sales tax program. The technical team, led by the Transportation Authority, collaborated with community stakeholders to identify multimodal transportation priorities at the neighborhood scale, prioritizing near-term improvements to improve connectivity across the site and to the broader neighborhood, city, and region. The final recommendations focus on low-cost improvements that could be implemented before the site is redeveloped wholesale through the Rebuild Potrero project.

DISCUSSION

Project Site and Existing Conditions: The plan study area is bordered by US 101 to the west, I-280 to the east, Cesar Chavez Street to the south, and 22nd Street/20th Street to the north (see Figure 1-1), wholly encompassing the Potrero Annex and Potrero Terrace public housing sites, with approximately 1,200 people living in 606 homes on the steep, south-facing slope of the hill. The sites were developed in the middle of the 20th Century, during a period in which accommodating cars was the highest transportation priority. A product of its time, the Potrero Annex and Terrace are characterized by wide roads and narrow sidewalks interrupted by curb cuts that provide access to ample off-street parking. While traffic volumes through the site are relatively low, street widths encourage cars to travel at high speeds, and intersection design prioritizes efficient vehicle movement rather than safe and comfortable pedestrian crossings. The circuitous internal street grid and the area's steep topography further reduce pedestrian accessibility.

The public housing sites are also isolated from the rest of San Francisco with relatively few and challenging connections to the surrounding neighborhoods. A number of these connections require crossing the I-280 and US 101 freeways, which form major barriers just east and west of the site. While there are multiple transit lines that stop along or within the housing site, the lines do not connect residents from one end of the site to the other, forcing residents to undertake a steep walk or an untimed transfer to access many locations outside of the site.

Finally, there are few transit amenities on the site. Narrow sidewalks do not have the space to allow for Muni shelters. Stops are demarcated by painted lines on either the street or a light pole. This lack of amenities makes using transit a less desirable option.

BRIDGE Housing is the lead developer for Rebuild Potrero and also leads community building efforts such as the Healthy Generations Project, the sites' walking club, community gardening program, and the walking school bus. Using their intimate knowledge and relationships with residents, BRIDGE served as the outreach consultant for the project. Appendix A of the final report includes a summary of outreach conducted as part of the NTP.

Rebuild Potrero Project: The Rebuild Potrero project will demolish and re-build the public housing sites in their entirety as a mixed-use, mixed-income neighborhood, replacing all of the public housing units and adding up to 1,000 moderate-income and market-rate units and building a new gridded street network. The effort is currently undergoing environmental review and seeking funding for implementation. The groundbreaking is expected by 2016, but the project is broken into multiple phases that will not be fully completed for at least 10 to 15 years.

Previous Planning Efforts: Previous planning efforts led by community partners have identified important and urgent transportation needs before Rebuild Potrero can be completed; Potrero Hill NTP aimed to identify and prioritize projects to address those needs while advancing design, cost estimation, and funding and implementation strategies. The NTP built on the following studies: Baseline Conditions Assessment of HOPE SF Redevelopment: Potrero Terrace and Annex (San Francisco Department of Public Health), Potrero Hope SF Master Plan EIR, and Potrero Hill Traffic Calming Project (San Francisco Municipal Transportation Agency).

Prioritized Projects and Plan Recommendations: Due to the extensive planning processes preceding the current effort as well as the anticipated redevelopment of the Potrero Terrace and Annex housing sites through the Rebuild Potrero project, this NTP was focused on developing low-infrastructure transportation solutions (i.e., construction that does not require regrading the street or moving sewer catchbasins) that

could bring benefit to residents in the very near term. Three priority projects emerged:

1. Building on the success of the neighborhood's walking school bus program, the team partnered with residents to design pedestrian safety improvements at five intersections throughout the project site where the program currently operates. These improvements call for the use of materials that do not require infrastructure changes. Therefore, they are lower in cost and can be reused in other parts of the city once development begins for Rebuild Potrero. They also will allow space for transit amenities such as shelters, allowing the city to test the use of non-infrastructure materials for a concept such as a bus bulb.
2. Complementing the intersection design improvements, the team also proposed a lighting project behind the Potrero Hill Recreation Center to improve security for the walking school bus participants as well as other residents using this key link in the dark.
3. Finally, the project team developed a potential shuttle route to enhance access for residents across the site and to other goods and services.

The Potrero Hill NTP includes cost estimates and a funding and implementation strategy for each of the projects described above. The first two pedestrian safety projects should be fully funded by the time the study is adopted, and implementation could be as soon as the end of 2015. In February, the Transportation Authority recommended the pedestrian improvement and traffic calming project for \$375,854 of Lifeline Transportation Program funds for final design and construction, and MTC approved this programming last month. SFMTA anticipated filling the gap with an in-kind match of staff time and \$60,000 in other funds, which could include Prop K. At its September 2014 meeting, the Eastern Neighborhoods CAC voted to recommend the allocation of \$150,000 in developer impact fees to the lighting project, thereby fully funding it. The shuttle project will require further refinement and identification of funding sources, and implementation is likely at least one to two years away.

ALTERNATIVES

1. Recommend adoption of the Potrero Hill Neighborhood Transportation Plan Final Report, as requested.
2. Recommend adoption of the Potrero Hill Neighborhood Transportation Plan Final Report, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its May 27, 2015 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

None.

RECOMMENDATION

Recommend adoption of the Potrero Hill Neighborhood Transportation Plan Final Report.

Enclosure:

1. Draft Potrero Hill Neighborhood Transportation Plan Final Report



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Memorandum

Date: 06.08.15 **RE:** Plans and Programs Committee
June 16, 2015

To: Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

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

Through: Tilly Chang – Executive Director *TCC*

Subject: **ACTION** – Recommend Approval of the Fiscal Year 2015/2016 Transportation Fund for Clean Air Program of Projects

Summary

The Transportation Fund for Clean Air (TFCA) Program was established to fund the most effective transportation projects that achieve emission reductions from motor vehicles in accordance with the Bay Area Air Quality Management District's (Air District's) Clean Air Plan. Funds are generated from a \$4 surcharge on the vehicle registration fee collected by the Department of Motor Vehicles. As the San Francisco TFCA County Program Manager, the Transportation Authority annually develops the Program of Projects for the TFCA Program Manager funds. In February we issued the call for Fiscal Year 2015/2016 TFCA applications. We received six project applications by the April 30, 2015 deadline, requesting \$1,490,986 in TFCA funds compared to \$857,723 in available funds. We reviewed the projects for eligibility, then evaluated eligible projects following the Board-adopted local expenditure criteria which include project type (e.g., first priority to zero emission projects), cost effectiveness of emissions reduced, program diversity, project readiness, and other considerations (e.g., a sponsor's track record for delivering prior TFCA projects). Based on this review, we are recommending awarding TFCA funds to the five projects shown in Attachment 3. We've recommended partial funding for one scalable project to allow us to fund five of the six projects. Two projects are recommended for slightly less funding than requested to comply with Air District cost-effectiveness requirements.

BACKGROUND

The Transportation Fund for Clean Air (TFCA) Program was established to fund the most effective transportation projects that achieve emission reductions from motor vehicles in accordance with the Bay Area Air Quality Management District's (Air District) Clean Air Plan. Funds are generated from a \$4 surcharge on the vehicle registration fee collected by the Department of Motor Vehicles in San Francisco. 40% of the funds are distributed on a return-to-source basis to Program Managers for each of the nine counties in the Air District. The Transportation Authority is the designated County Program Manager for the City and County of San Francisco. The remaining 60% of the revenues, referred to as the TFCA Regional Fund, are distributed on a competitive basis to applicants from the nine Bay Area counties. The TFCA Regional Fund is administered by the Air District through a separate application process.

On February 25, 2015 we issued the call for Fiscal Year 2015/2016 TFCA applications to San Francisco

project sponsors. We received six project applications by the April 30, 2015 deadline, requesting \$1,490,986 in TFCA funds compared to \$857,723 in available funds.

DISCUSSION

The purpose of this memorandum is to present the staff recommendation for San Francisco's Fiscal Year 2015/16 TFCA Program of Projects to the Plans and Programs Committee, and to seek a recommendation for its approval.

Available Funds: We have a total of \$857,723 in available TFCA funds to program in Fiscal Year 2015/16. As shown in the table below, this amount is comprised of estimated Fiscal Year 2015/16 TFCA revenues, interest income, and de-obligated funds from completed and canceled prior-year TFCA projects.

Estimated TFCA Funds Available for Projects Fiscal Year 2015/16	
Estimated TFCA Revenues (Fiscal Year 2015/16)	\$770,282
Interest Income	\$2,116
De-obligated Funds and Previously Unallocated Funds	\$123,839
Total Funds	\$896,237
5% Administrative Expense	(\$38,514)
Total Available for Projects	\$857,723

Eight projects were completed under budget over the past year. Unused funds were deobligated and made available for the 2015/16 call for projects. After netting out 5% for Transportation Authority staff administrative expenses as allowed by the Air District, the estimated amount available to program to projects is \$857,723.

Prioritization Process: We evaluated the TFCA project applications following the prioritization process for developing the TFCA Program of Projects shown in Attachment 1. The first step involved screening projects to ensure eligibility according to the Air District's TFCA guidelines. One of the most important aspects of this screening was ensuring a project's cost-effectiveness (CE) ratio was calculated correctly and was low enough to be eligible for consideration. The Air District's CE ratio, described in detail in Attachment 1, is designed to measure the cost-effectiveness of a project in reducing air pollutant emissions and to encourage submittal of projects that leverage funds from non-TFCA sources. Consistent with TFCA guidelines, most projects must have a CE ratio that is less than or equal to \$90,000 per ton of motor vehicle emissions reduced in order to be eligible for TFCA funds. Pilot shuttle projects in Community Air Risk Evaluation (CARE) Program areas must have a CE ratio that is \$500,000 or less during the first year, \$250,000 or less by the end of the second year and \$125,000 or less by the end of the third year to be eligible.

We performed our review of the CE ratio calculations in consultation with project sponsors and the Air District. The focus was to ensure that the forms were completed correctly, that values other than default values had adequate justification, and that assumptions were consistently applied across all project applications for a fair evaluation. Inevitably, as a result of our review, we had to adjust some of the submitted CE worksheets. In these cases, we worked with the project sponsor to determine the correct

CE ratio and whether or not it exceeded the Air District's CE threshold.

We then prioritized projects that passed the eligibility screening using factors such as project type (e.g., first priority to zero emission projects), cost-effectiveness, program diversity, project delivery (i.e., readiness), and other considerations (e.g., a sponsor's track record for delivering prior TFCA projects). Our prioritization process also considered carbon dioxide (CO₂) emissions reduced by each project. CO₂ emissions are measured in the Air District's CE worksheets, but are not included in the CE calculations.

Staff Recommendation: Tables A and B in Attachment 2 show the six candidate projects and other information including a brief project description, total project cost, and amount of TFCA funds requested. Table A shows the projects we are recommending to receive TFCA funds. Table B details the one project not recommended for funding.

Projects Recommended for Funding: We are recommending TFCA funding for five of the six candidate projects, which includes two transportation demand management projects, one bicycle parking project, one bicycle facility/transit island project, and one shuttle project. Four of the five projects recommended for funding are zero emissions non-vehicles projects, which is the top priority project type in the Transportation Authority's prioritization criteria.

We recommend fully funding two projects and partially funding three projects, as described in Table A of Attachment 2.

Project Not Recommended for Funding: As described in Table B of Attachment 2, the San Francisco Department of Public Health (DPH) requested funds for a three-year shuttle bus pilot project to connect San Francisco General Hospital (SFGH) directly to the 4th and King Caltrain Station and the Transbay Terminal. A high proportion of employees use single occupant vehicles to get to work at SFGH, including 82% of employees who commute from the Peninsula, according to a staff survey, so we believe this project has potential to reduce vehicle emissions, however, shuttles projects are the second priority project type in the Transportation Authority's Local Priorities and this year's available TFCA funds cannot accommodate this request, which is for more than 50% of the available funds. Transportation Authority staff will work with DPH to seek out alternate funding sources including the upcoming cycle of Regional TFCA funds.

Schedule for Funds Availability: We expect to enter into a master funding agreement with the Air District by July 1, 2015 after which we will issue grant agreements for the recommended Fiscal Year 2015/16 TFCA funds. Pending timely review and execution of the grant agreements by the Air District and project sponsors, we expect funds to be available for expenditure beginning in July 2015.

ALTERNATIVES

1. Recommend approval of the Fiscal Year 2015/16 TFCA Program of Projects, as requested.
2. Recommend approval of the Fiscal Year 2015/16 TFCA Program of Projects, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its May 27, 2015 meeting and unanimously adopted a motion of support for the staff recommendation, but urged staff to follow up to see whether the DPH shuttle running from the 24th Street BART station to SFGH could be combined with the University of California San Francisco (UCSF) shuttle that runs a similar route, connecting to 16th Street BART. It

was also noted that the proposed DPH shuttle, connecting Caltrain and the Transbay Terminal to SFGH (not recommended for TFCA funds) should be looked at to see if consolidation were possible. We have since followed up on the CAC's comments and learned that the UCSF shuttles are not open to the public, but the DPH shuttle is, which is a requirement for TFCA funds.

FINANCIAL IMPACTS

The estimated total budget for the recommended Fiscal Year 2015/16 TFCA program is \$896,237. This includes \$857,723 for the five proposed projects and \$38,514 for administrative expenses. The latter is consistent with Air District rules, which allow the Transportation Authority to set aside up to 5% of each year's annual income to use for administrative expenses. Revenues and expenditures for the TFCA program are included in the proposed Transportation Authority's Fiscal Year 2015/16 budget, which will be considered for adoption by the Transportation Authority Board in June 2015.

RECOMMENDATION

Recommend approval of the Fiscal Year 2015/16 TFCA Program of Projects.

Attachments (3):

1. Fiscal Year 2015/16 TFCA Local Expenditure Criteria
2. Fiscal Year 2015/16 TFCA Program of Projects – Detailed Staff Recommendation
3. Fiscal Year 2015/16 TFCA Program of Projects – Summary Staff Recommendation

Attachment 1

Fiscal Year 2015/16 Transportation Fund for Clean Air (TFCA)

LOCAL EXPENDITURE CRITERIA

The following are the Fiscal Year 2015/16 Local Expenditure Criteria for San Francisco's TFCA County Program Manager Funds.

ELIGIBILITY SCREENING

In order for projects to be considered for funding, they must meet the eligibility requirements established by the Air District's TFCA County Program Manager Fund Policies for Fiscal Year 2015/16. Consistent with the policies, a key factor in determining eligibility is a project's cost effectiveness (CE) ratio. The TFCA CE ratio is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. TFCA funds budgeted for the project (both Regional Funds and County Program Manager Funds combined) are divided by the project's estimated emissions reduction. The estimated reduction is the weighted sum of reactive organic gases (ROG), oxides of nitrogen (NO_x), and particulate matter (PM) emissions that will be reduced over the effective life of the project, as defined by the Air District's guidelines.

TFCA CE is calculated by inputting information provided by the applicant into the Air District's CE worksheets. Transportation Authority staff will be available to assist project sponsors with these calculations, and will work with Air District staff and the project sponsors as needed to verify reasonableness of input variables. The worksheets also calculate reductions in carbon dioxide (CO₂) emissions, which are not included in the Air District's official CE calculations, but which the Transportation Authority considers in its project prioritization process.

Consistent with the Air District's Guidelines, in order to be eligible for Fiscal Year 2015/16 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NO_x, and PM) reductions as specified in the guidelines for each project type. Projects that do not meet this threshold cannot be considered for funding.

PROJECT PRIORITIZATION

Candidate projects that meet the cost effectiveness thresholds will be prioritized for funding based on the two-step process described below:

Step 1 – TFCA funds are programmed to eligible projects, prioritized using the Transportation Authority Board-adopted Local Priorities (see next page).

Step 2 – If there are TFCA funds left unprogrammed after Step 1, the Transportation Authority will work with project sponsors to develop additional TFCA candidate projects. This may include refinement of projects that were submitted for Step 1, but were not deemed eligible, as well as new projects. This approach is in response to an Air District policy that does not allow County Program Managers to rollover any unprogrammed funds to the next year's funding cycle. If Fiscal Year 2015/16 funds are not programmed by November 2015, funds can be redirected (potentially to non-San

Francisco projects) at the Air District's discretion. New candidate projects must meet all of the TFCA eligibility requirements, and will be prioritized based on the Transportation Authority Board's adopted Local Priorities.

Local Priorities

The Transportation Authority's Local Priorities for prioritizing TFCA funds include the following factors:

Project Type – In order of priority:

- 1) Zero emissions non-vehicle projects including, but not limited to, bicycle and pedestrian facility improvements, transit priority projects, traffic calming projects, and transportation demand management projects;
- 2) Shuttle services that reduce vehicle miles traveled (VMT);
- 3) Alternative fuel vehicles and alternative fuel infrastructure; and
- 4) Any other eligible project.

Emissions Reduced and CE – Priority will be given to projects that achieve high CE (i.e. a low cost per ton of emissions reduced) compared to other applicant projects. The Air District's CE worksheet predicts the amount of reductions each project will achieve in ROG, NO_x, PM, and CO₂ emissions. However, the Air District's calculation only includes the reductions in ROG, NO_x, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO₂ emission reductions based on data available from the Air District's CE worksheets. The reduction of transportation-related CO₂ emissions is consistent with the City and County of San Francisco's 2004 *Climate Action Plan for San Francisco*.

Project Delivery – Priority will be given to projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Projects that cannot realistically commence in calendar year 2016 or earlier (e.g. to order or accept delivery of vehicles or equipment, begin delivery of service, award a construction contract, start the first TFCA-funded phase of the project) and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these projects for a future TFCA programming cycle.

Program Diversity – Promotion of innovative TFCA projects in San Francisco has resulted in increased visibility for the program and offered a good testing ground for new approaches to reducing motor vehicle emissions. Using the project type criteria established above, the Transportation Authority will continue to develop an annual program that contains a diversity of project types and approaches and serves multiple constituencies. The Transportation Authority believes that this diversity contributes significantly to public acceptance of and support for the TFCA program.

Other Considerations – Projects that are ranked high in accordance with the above local expenditure criteria may be lowered in priority or restricted from receiving TFCA funds if either of the following conditions applies or has applied during Fiscal Years 2013/14 or 2014/15:

- **Monitoring and Reporting** – Project sponsor has failed to fulfill monitoring and reporting requirements for any previously funded TFCA project.
- **Implementation of Prior Project(s)** – Project sponsor has a signed Funding Agreement for a TFCA project that has not shown sufficient progress; the project sponsor has not implemented the project by the project completion date without formally receiving a time extension from the Authority; or the project sponsor has violated the terms of the funding agreement.

Attachment 2
San Francisco County Transportation Authority
Draft Fiscal Year 2014/2015 TFCA Program of Projects – Detailed Staff Recommendation

TABLE A. PROJECTS RECOMMENDED FOR TFCA FUNDS [sorted by project type and cost-effectiveness (CE) ratio]									
No.	Sponsor ¹	Project Description	District	Project Priority ²	CE Ratio ³	CO ₂ Reduction ⁴	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	SFMTA	<p>Short-Term Bicycle Parking - SFMTA will plan, design, environmentally clear, and install 500 bicycle parking racks in San Francisco, providing an additional 1,000 bicycle parking spaces. Bicycle parking spaces will provide end-of-trip facilities for new bicycle trips, thereby replacing vehicle trips and reducing motor vehicle emissions. Project sites will be selected in response to requests from business owners and citizens submitted through the SFMTA website.</p> <p>Notes: Because of TFCA program oversubscription, staff is recommending that this project be funded at 74% of the requested amount. SFMTA staff have confirmed that this funding level would allow the project to advance (revised number of racks pending) while additional funding sources are identified (e.g. Prop K, ATP, Regional TFCA).</p>	Citywide	1	\$87,426	1729.2	\$542,928	\$495,528	\$ 366,925
2	SFE	<p>Emergency Ride Home - Provides reimbursement for taxi, carshare or rental car ride home in cases of emergency or supervisor-approved unscheduled overtime for employees who use alternative modes to get to work. This program provides one year of funding.</p> <p>Notes: Staff costs are higher than prior years because SFE plans to implement a system to allow participants to register directly rather than through employers. The Emergency Ride Home Program has been supported by TFCA since Fiscal Year 2005/06.</p>	Citywide	1	\$89,396	229.9	\$42,991	\$42,991	\$ 42,991
3	SFMTA	<p>New Resident Outreach - SFMTA will provide information to new San Francisco residents about available transportation options (e.g., rideshare, biking, transit) with the intention of reducing single occupancy vehicle (SOV) use before travel habits are established. SFMTA would send mailers to all new residents, then self-selecting respondents would receive further information and engagement. Goal is to reduce ten percent of total SOV vehicles miles traveled by new residents.</p> <p>Notes: Revised cost-effectiveness inputs per Air District guidance for this project type resulted in a staff recommended amount \$7,000 lower than requested by the SFMTA.</p>	Citywide	1	\$89,991	723.5	\$250,500	\$250,500	\$ 243,500

No.	Sponsor ¹	Project Description	District	Project Priority ²	CE Ratio ³	CO ₂ Reduction ⁴	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
4	SFMTA	<p>8th and Market Bikeway Improvement - Project will improve bicyclist safety and comfort at the intersection of Market, Grove, Hyde, and 8th Streets. Improvements include two-stage left turn boxes for turns onto eastbound Market Street and onto southbound 8th Street, and a new separated bike facility on 8th Street just south of Market Street, including a transit island for the 19 and 83X bus routes. Project treatments would reduce conflicts between turning bicyclists and motorists, as well as conflicts between bicyclists and transit. SFMTA will plan, environmentally clear, design, and construct the improvements. Construction is anticipated to begin as early as summer 2016.</p> <p>Notes: Revised cost-effectiveness inputs per Air District guidance for this project type resulted in a staff recommended amount \$13,013 lower than requested by the SFMTA.</p>	6	1	\$89,999	944.2	\$175,401	\$175,401	\$ 162,388
5	SFDPH	<p>San Francisco General Hospital Shuttle: BART Loop Expansion Pilot - Provides three years of funding for the addition of a single early morning run to existing shuttle service that connects SFGH to 24th Street BART station. According to the 2013 SFGH Transportation Commute Survey, 20% of employees arrive at the hospital at 6:00 AM, before comparable MUNI bus service begins. The shuttle would be open to the public. Funds will be used for shuttle operations contract and DPH labor for marketing and evaluation.</p> <p>Notes: To meet Air District cost effectiveness requirements, this pilot project must result in a minimum of 10 daily trips the first year, 20 daily trips the second year, and 40 daily trips the third year.</p>	10 (6,9)	2	\$249,505	61.3	\$41,919	\$41,919	\$ 41,919

TOTAL \$1,053,739 \$1,006,339 \$857,723
 Total TFCA Funding Available for Projects: \$857,723
 Total TFCA Recommended: \$857,723
 Surplus/(Shortfall) \$0

No.	Sponsor ¹	Project Description	District	Project Priority ²	CE Ratio ³	CO ₂ Reduction ⁴	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
6	SFDPH	<p>San Francisco General Hospital Shuttle: Pilot Loop to Caltrain and Transbay Terminal - Would provide three years of funding for a shuttle bus pilot project to connect SFGH directly to the 4th and King Caltrain Station and the Transbay Terminal to encourage more regional commuters to take advantage of public transit. According to the 2013 SFGH Transportation Commute Survey, 56% of SFGH commuters drive alone to work. The shuttle would operate 4 hours during both the morning and afternoon commute hours, and would consist of two buses, each with a 35-passenger capacity able to make 12 trips per vehicle per day.</p> <p>Notes: Project not recommended for funding because of project type priority order and size of request. Staff believes the project would be effective in reducing emissions and will work with DPH and Air District staff to explore funding options with Regional TFCA funding in early Fiscal Year 2015/16.</p>	10 (6,9)	2	\$116,568	2166.7	\$729,840	\$484,647	\$ -
Total:							\$729,840	\$484,647	\$ -

TABLE B--PROJECT NOT RECOMMENDED FOR TFCA FUNDS

¹ Sponsor acronyms include Department of the Environment (SFE), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Department of Public Health (SFDPH).

² Priority based on project type is established in the Local Expenditure Criteria.

³ The TFCA cost effectiveness ratio (CE) is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. Most projects must have a CE ratio that is \$90,000 or less to be eligible for Fiscal Year 2015/16 funds. Pilot shuttle projects in Community Air Risk Evaluation (CARE) Program areas must have a CE ratio that is \$500,000 or less during the first year, \$250,000 or less by the end of the second year and \$125,000 or less by the end of the third year to be eligible.

⁴ CO₂ Reduction is based on tons of carbon dioxide reduced over the lifetime of the project. This figure is calculated in the cost effectiveness worksheet.

Attachment 3
San Francisco County Transportation Authority
Fiscal Year 2014/2015 Transportation Fund for Clean Air County Program Manager Fund
Summary of Draft Recommendations¹

RECOMMENDED PROJECTS (sorted by cost-effectiveness (CE) ratio)					
Sponsor ²	Project	Total Project Cost	TFCA Requested	TFCA Recommended	TFCA
SEMTA	Short-Term Bicycle Parking ³	\$542,928	\$495,528	\$366,925	
SFE	Emergency Ride Home	\$42,991	\$42,991	\$42,991	
SEMTA	New Resident Outreach ⁴	\$250,500	\$250,500	\$243,500	
SEMTA	Bikeway Intersection Improvement Project ⁴	\$175,401	\$175,401	\$162,388	
SFDPH	SF General Hospital Shuttle Bus: BART Loop Expansion Pilot	\$41,919	\$41,919	\$41,919	
	Totals:	\$1,053,739	\$1,006,339	\$857,723	

Total TFCA Funding Available for Projects: \$857,723

¹Projects are listed in ranked order by project priority type and cost-effectiveness ratio.

²See Attachment 2 for acronyms and other notes.

³Project scaled down with concurrence of sponsor to allow us to fund two additional projects.

⁴TFCA recommended amount is the maximum eligible for TFCA funds, as determined by revised cost effectiveness worksheets, consistent with Air District Guidance.

Plan Bay Area 2040 Overview and Call for Projects

Plans and Programs Committee
Agenda Item 8



June 16, 2015

What is the Regional Transportation Plan/Sustainable Communities Strategy?

- ▶ **Blueprint for the region's transportation investment over the next 28 years for the 9 Bay Area counties (through 2040)**
- ▶ **Regional strategy to meet greenhouse gas reduction targets**
- ▶ **Plan to accommodate the need for new housing at all income levels**

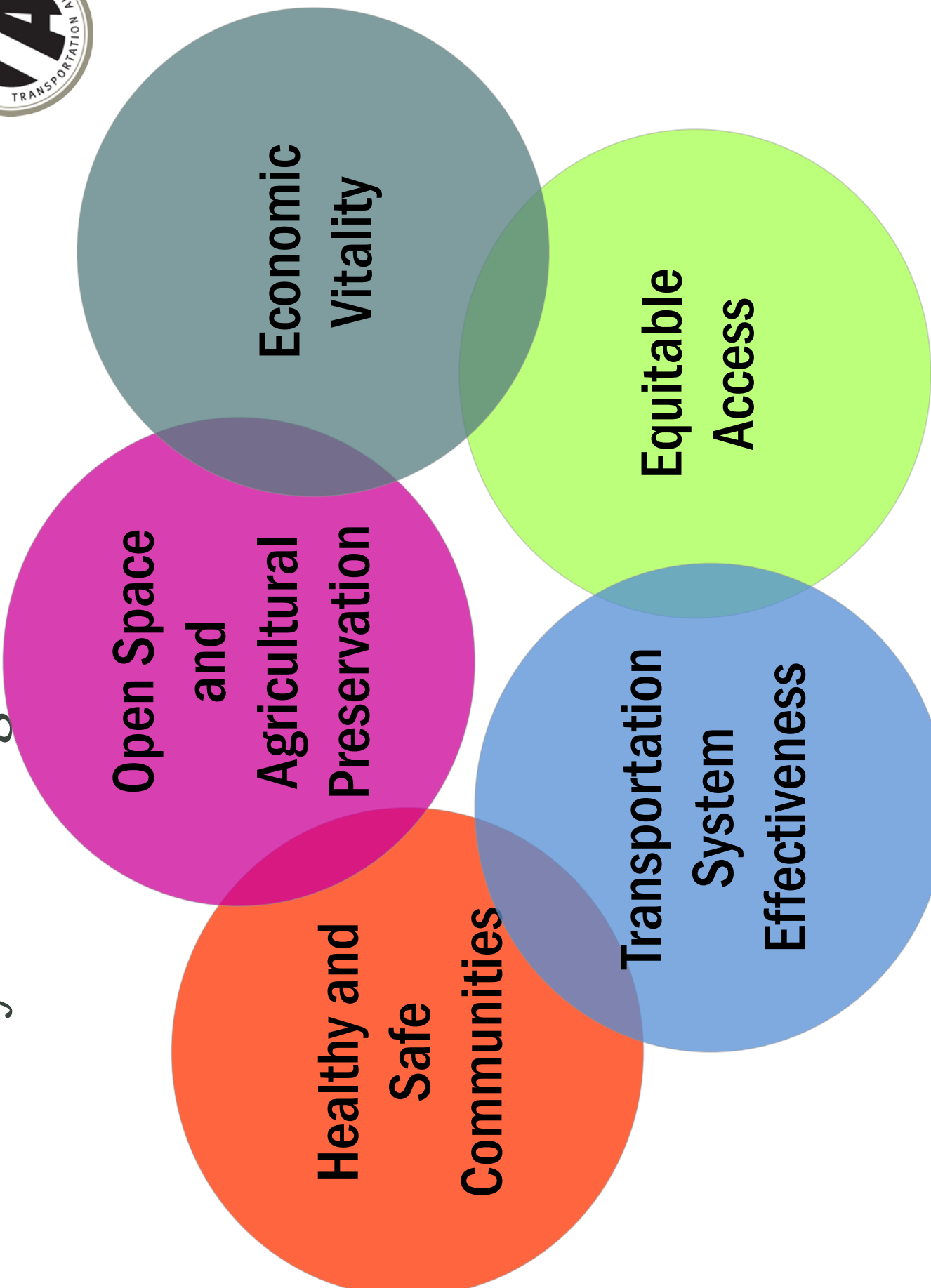


What Does Plan Bay Area Include?

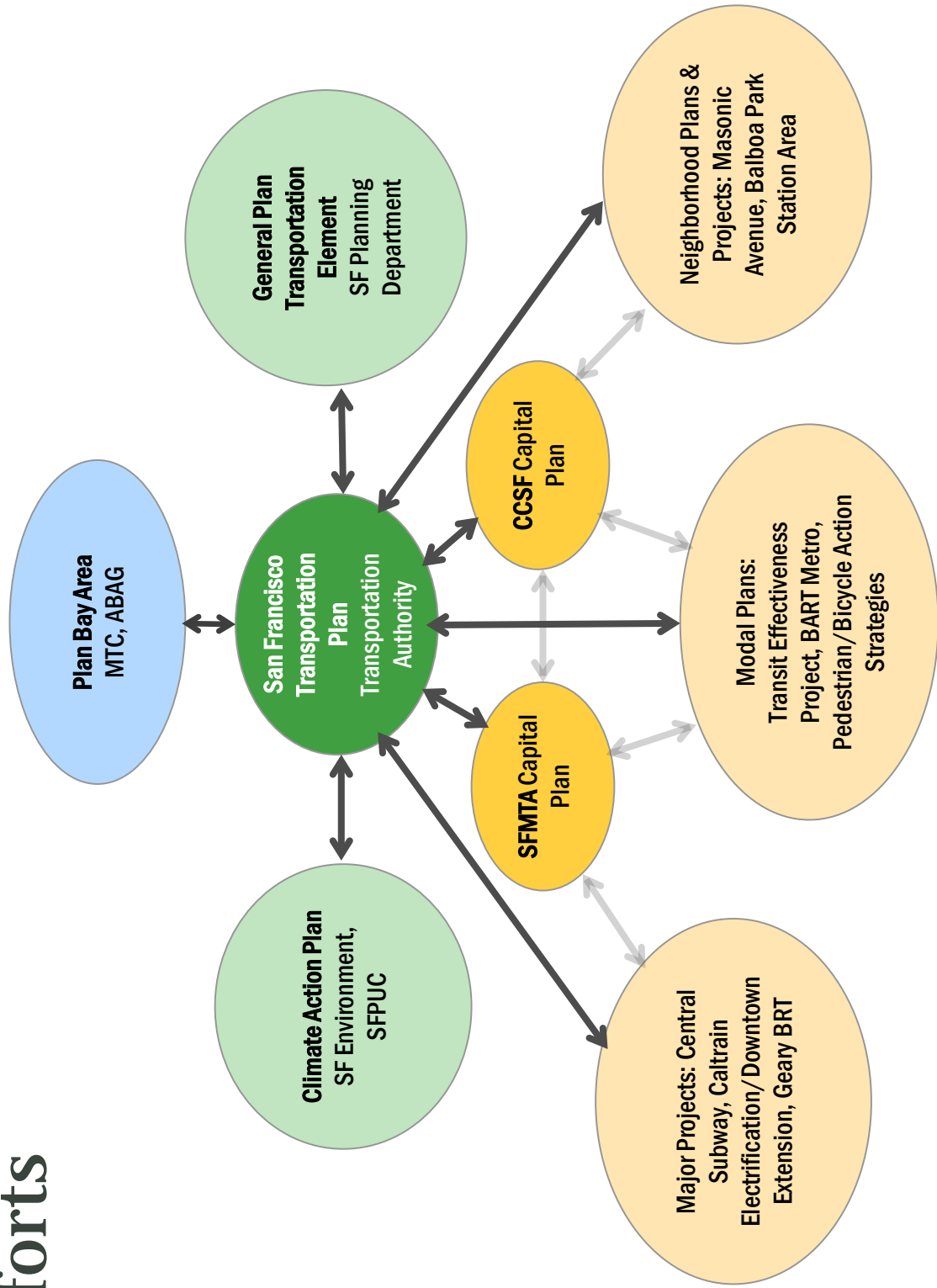


- ▶ **Jobs and housing allocation by jurisdiction by income level**
- ▶ **Revenue forecast**
- ▶ **Policies for future investment**
- ▶ **New grant programs (e.g. OBAG, transit core capacity challenge grants)**
- ▶ **Financially constrained project list**
 - ▶ **Project must be in Plan Bay Area 2040 to receive federal, state, regional funding**
 - ▶ **Total project cost may not exceed what is shown in the RTP/SCS**

Plan Bay Area Target Areas



San Francisco Transportation Plan Feeds into Plan Bay Area 2040 and Other City Efforts



What Did San Francisco Gain through 2013 Plan Bay Area process?



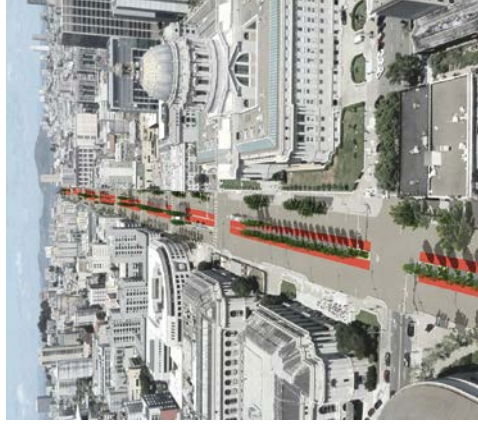
► 7 San Francisco projects included in list of 13 highest-performing projects in the region:

- Treasure Island Congestion Pricing
- BART Metro Program
- Congestion Pricing / Cordon Pricing
- SFMTA TEP
- Caltrain Electrification
- Van Ness BRT
- Better Market Street



► 2 new regional New and Small Starts priorities

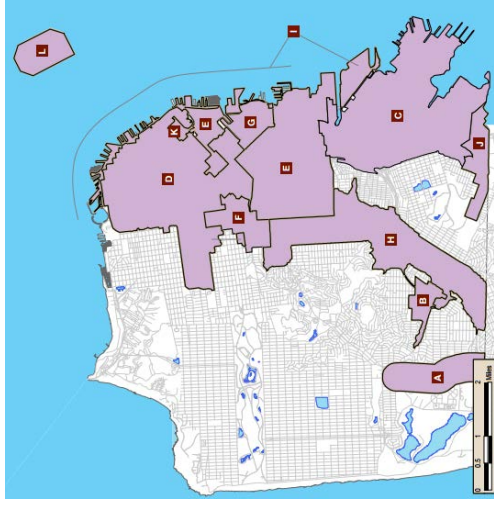
- Van Ness BRT
- Caltrain Downtown Extension



What Did San Francisco Gain through 2013 Plan Bay Area process?

- ▶ **OneBayArea Grant program – linking transportation investment to housing production (\$38.8 million for SF)**
- ▶ **Priority Development Area Planning program (\$2.38 million for SF Planning)**
- ▶ **Creation of \$500 million Transit Performance Initiative**
- ▶ **Raised awareness of transit state of good repair deficit**
- ▶ **Created framework for future advocacy (e.g. cap and trade)**

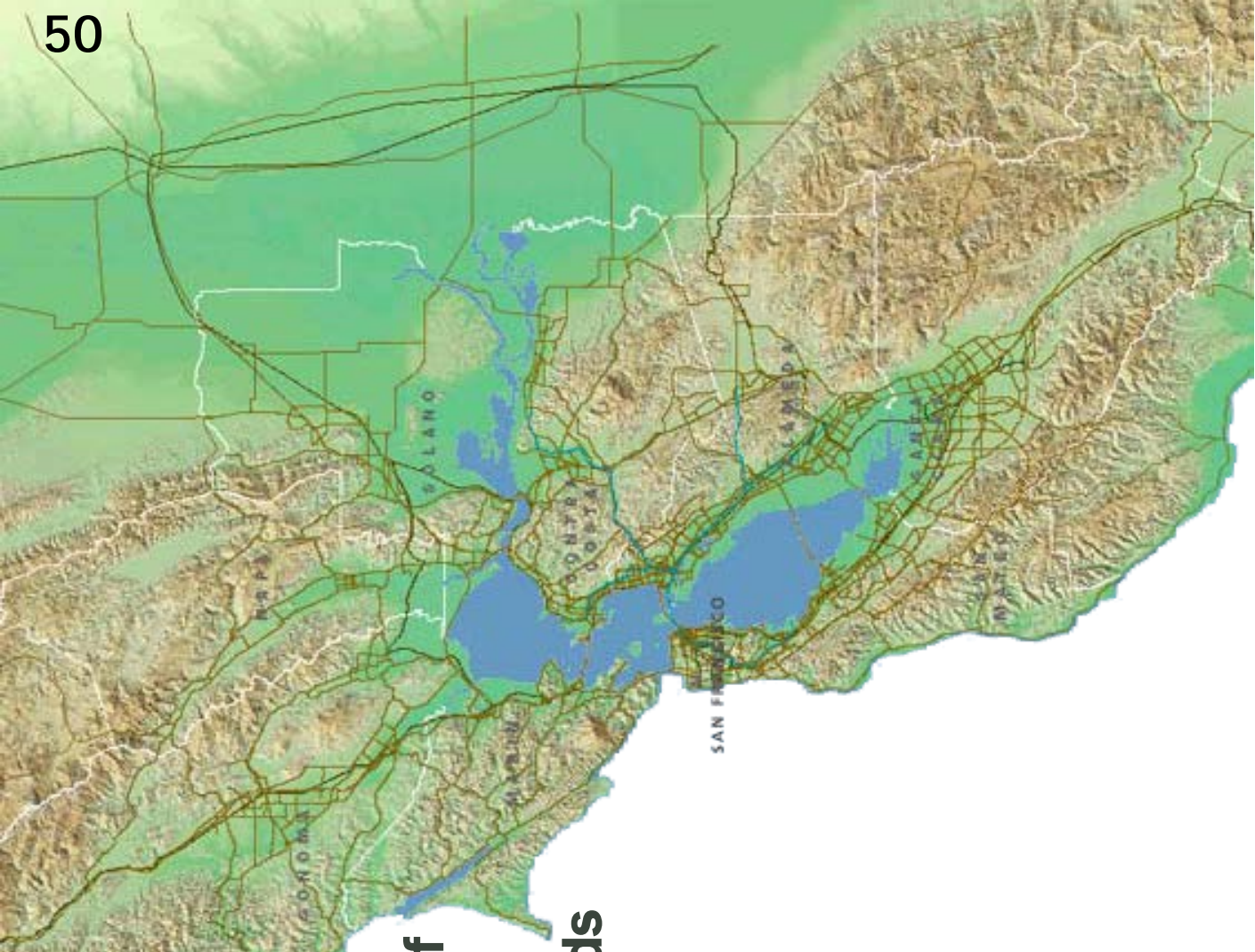
OneBayArea



Plan Bay Area 2040

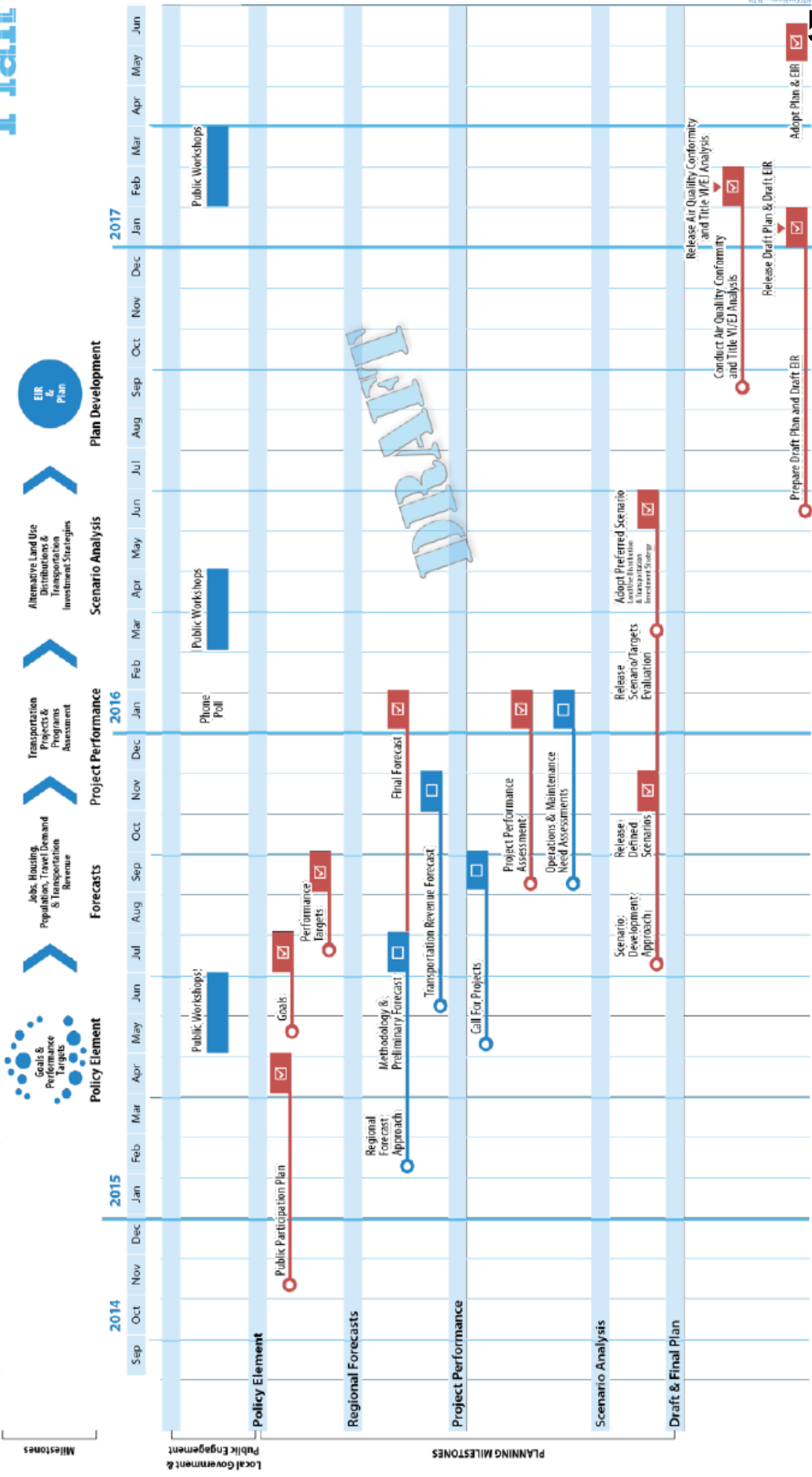
50

- ▶ **Adoption date: 2017**
- ▶ **Update, not a new plan**
- ▶ **Keep same horizon year of 2040**
- ▶ **No Regional Housing Needs Assessment (RHNA)**
- ▶ **Focus on a few new areas only:**
 - ▶ **Goods movement**
 - ▶ **Adaptation**
 - ▶ **Economic prosperity**



Timeline for Plan Bay Area 2040

Plan Bay Area Update: Key Milestones 2014–2017



San Francisco's Goals for the Plan Bay Area Update (Slide 1 of 2)



- ▶ **Fully fund existing transportation priorities, phasing projects when needed and covering cost increases**
- ▶ **Increase San Francisco's overall share of discretionary funds**
- ▶ **Get closer to meeting state of good repair and fleet replacement needs**
- ▶ **New investment in key San Francisco initiatives, e.g.:**
 - ▶ **Transit efficiency and enhancement**
(Core Capacity Transit Study)
 - ▶ **Vision Zero**
 - ▶ **Freeway corridor management**



San Francisco's Goals for the Plan Bay Area Update (Slide 2 of 2)



- ▶ **Use project performance assessment to drive investment of discretionary dollars**
- ▶ **Establish an advocacy platform for potential new revenue measures, e.g.**
 - ▶ **Regional Measure 3 (additional bridge toll) and regional gas tax**
 - ▶ **New BART revenue measure**
 - ▶ **New federal surface transportation act**
- ▶ **Advance San Francisco policy objectives, e.g.**
 - ▶ **Housing: Anti-displacement policies and more funding**
 - ▶ **Involvement in managed lanes development (FCMS)**
- ▶ **Direct growth and distribute funding in an equitable manner**

Plan Bay Area 2040 Call for Projects – Public Input & Outreach



Plan Bay Area 2040 Call for San Francisco Projects

Transportation Project Idea Submission

Members of the public are invited to submit San Francisco project ideas for Plan Bay Area 2040. Deadline is July 17, 2015 at 5pm.

Opportunities to Provide Public Input

May 27: 6:00pm at 1455 Market St., 22nd Floor (Citizens Advisory Committee)

June 16: 10:30am at City Hall Room 263 (Plans and Programs Committee)

TBD in early Sept: 6:00pm at 1455 Market St., 22nd Floor (Citizens Advisory Committee)

September 15: 10:30am at City Hall Room 263 (Plans and Programs Committee)

September 22: 11:00am at City Hall Room 250 (SFCTA Board)

NOTE: Check www.sfcta.org for updated meeting times and locations.

Project ideas can be submitted via SFCTA's web form online at www.sfcta.org/rtp or by calling 415.522.4800 (for English).

To submit project ideas in Spanish, Cantonese, or Mandarin please use the web form above or call SFCTA's multi-lingual hotline at 415.593.1655.



Para presentar ideas de proyectos en español, cantonés, o mandarín por favor utilice el formulario web arriba o llame a la línea de atención directa multilingüe de SFCTA al 415-593-1655.

如想用西班牙語、粵語或普通話提交項目建議，請使用上面的網頁表格，或致電SFCTA的多語種熱線 415-593-1655。

Plan Bay Area 2040 Call for Projects



- ▶ **As Congestion Management Agency for San Francisco, the SFCTA has issued a call for projects**
- ▶ **SFCTA will consider assigning discretionary funds to individual projects that**
 - **Meet readiness standards**
 - **Have plan status**
 - **Are consistent with established San Francisco transportation and land-use goals**
- ▶ **Starting point will be the SFTP & Plan Bay Area (2013)**
- ▶ **New projects will be evaluated using SFTP performance measures and will be done in consultation with project sponsors**

Plan Bay Area 2040 Call for Projects

- ▶ **What projects should be submitted through the call for projects?**
 - ▶ **Any project seeking federal, state, or regional funding before 2021**
 - ▶ **Any project seeking a federal action before 2021**
 - ▶ **Large and/or capacity increasing projects**
- ▶ **Most projects will be bundled into programmatic categories**
- ▶ **Plan Bay Area 2040 is a plan, not a programming document**

Plan Bay Area 2040 Call for Projects



- ▶ **Concurrent other MTC/ABAG processes:**
 - ▶ Regionally significant projects
 - ▶ Regional transit operators
 - ▶ Transit operations and maintenance shortfall
 - ▶ Local streets and roads maintenance shortfall
- ▶ **SFCTA will submit San Francisco's project priorities to MTC/ABAG**
- ▶ **MTC will conduct a performance evaluation on all new projects**
- ▶ **Later this year MTC will ask us to reduce our target and prioritize which projects to keep in**

Plan Bay Area 2040 Call for Projects – Key Dates

- ▶ **July 17** - Project ideas due from members of the public
 - ▶ sfcta.org/rtp
- ▶ **September** –Plans and Programs Committee sees list of projects submitted by public agencies for consideration
- ▶ **October** – Anticipated Board adoption of final list of projects to submit to MTC/ABAG



Questions?
rtp@sfcta.org

sfcta.org/rtp



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY