



# AGENDA

## PLANS AND PROGRAMS COMMITTEE Meeting Notice

**Date:** Tuesday, July 21, 2015; 10:30 a.m.  
**Location:** Committee Room 263, City Hall  
**Commissioners:** Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

**Clerk: Steve Stamos**

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3. Approve the Minutes of the June 16, 2015 Meeting – ACTION*	13
4. Recommend Authorizing the Executive Director to Execute a Partial Release of the Transportation Authority’s Agreement for Quitclaim of Interest in Portions of 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street Parcels To Be Sold as Part of Parcel F by the Transbay Joint Powers Authority – ACTION*	19

The Transportation Authority granted the Transbay Joint Powers Authority (TJPA) Prop K sales tax funds to acquire 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street properties in February 2009 and January 2011 respectively. The Metropolitan Transportation Commission also contributed funds toward 568 Howard Street. Each Prop K grant required a Quitclaim Agreement, allowing the transfer of TJPA’s interest in these properties to the Transportation Authority if the Transbay Transit Center was not constructed as planned. In September 2015, TJPA is planning to conduct an auction of the real estate known as “Parcel F” which includes portions of Transbay Parcel F, 75 Natoma, 546 Howard, and portions of the aforementioned parcels for which the Transportation Authority has a Quitclaim Agreement (See Attachment 1). The consolidation of these parcels into a larger Parcel F will maximize the value and usefulness of the property. Revenues from the sale of Parcel F, which originally were earmarked for Phase 2 (Caltrain Downtown Extension) of the project, will be used to fund construction of Phase 1 once the bridge loan from Goldman Sachs has been repaid. TJPA anticipates the receipt of a federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan in Fiscal Year 2016, and this is part of a strategy to fill an estimated \$225.1 million funding increase in Phase 1 costs over the \$1.9 billion Phase 1 budget approved in July 2013. The estimated budget increase was presented to the TJPA Board on June 19, with the very active construction market being cited as a key contributing factor. TJPA anticipates presenting a revised Phase 1 budget and funding plan to its Board in September. In the meantime, TJPA will be able to obtain more information on costs for bid packages not yet awarded and will continue to refine its strategy to close the funding gap with project partners.

### End of Consent Calendar

**5. Recommend Appointment of Two Members to the Citizens Advisory Committee – ACTION\* 25**

The Transportation Authority has an eleven-member Citizens Advisory Committee (CAC). CAC members serve two-year terms. Per the Transportation Authority's Administrative Code, the Plans and Programs Committee recommends and the Transportation Authority Board appoints individuals to fill any CAC vacancies. Neither Transportation Authority staff nor the CAC make any recommendations on CAC appointments, but we maintain an up-to-date database of applications for CAC membership. A chart with information about current CAC members is attached, showing ethnicity, gender, neighborhood of residence, and affiliation. There are two vacancies on the CAC requiring committee action. The vacancies are the result of the resignation of Eric Rutledge due to his relocation outside of San Francisco and the term expiration of Jacqueline Sachs. Ms. Sachs is seeking reappointment. Attachment 1 shows current CAC membership and Attachment 2 lists applicants.

**6. Recommend Appointment of One Member to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee – ACTION\* 31**

The Transportation Authority has a 13-member Geary Corridor Bus Rapid Transit (BRT) Citizens Advisory Committee (GCAC). There is one vacant seat on the GCAC for a representative of the Tenderloin-Downtown area. The vacancy is due to the expiration of the term of Richard Marshall, who is not seeking reappointment. Following the issuance of notices seeking applicants to the GCAC, we have received an application from one eligible candidate. Staff provides information on applicants but does not make recommendations on GCAC appointments. Attachment 1 contains a summary table with information about current and prospective GCAC members, showing neighborhood of residence, neighborhood of employment, affiliation, and other information provided by the applicants.

**7. Recommend Allocation of \$38,780,932 in Prop K funds, with Conditions, and Appropriation of \$671,920 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION\* 39**

As summarized in Attachments 1 and 2, we have ten requests totaling \$39,452,852 in Prop K sales tax funds to present to the Plans and Programs Committee. The Transbay Joint Powers Authority (TJPA) is requesting \$14.2 million to support construction management and oversight of the Transbay Transit Center, program management and program controls, and property management of parcels owned by TJPA. The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$2 million to fund conceptual engineering and final design of near-term (Phase 1) improvements for Geary Corridor Bus Rapid Transit (BRT) and \$6.8 million for the project's conceptual engineering report (30% design), which includes a \$471,920 appropriation for our environmental review work. SFMTA is also requesting operating funds for the paratransit program; design of pedestrian safety improvements along the Lombard Street corridor (a Neighborhood Transportation Improvement Program (NTIP) project); signal upgrades and related infrastructure improvements at 32 intersections (including 10 WalkFirst locations) in the Franklin and Divisadero corridors; signal upgrades in the Van Ness Avenue corridor including SFgo intelligent transportation system communications infrastructure; and an NTIP project to construct pedestrian safety and transit stop improvements in the Potrero Hill neighborhood. We are requesting an appropriation of \$50,000 to satisfy an existing commitment to allocate to cover Caltrain and San Mateo C/CAG's planned contribution to the study since we've been unsuccessful in securing those funds and the study is nearly complete. Finally, with San Francisco Public Works' (SFPW's) support, we are requesting appropriation of \$75,000 to provide advisory support during the design phase of the 19<sup>th</sup> Avenue City Combined Project, ensuring continuity and providing technical support as the project transitions to SFPW's lead.

**8. Recommend Adoption of the Chinatown Neighborhood Transportation Plan Final Report – ACTION\* 53**

The Chinatown Neighborhood Transportation Plan (NTP) is a community-based transportation planning study led by the Transportation Authority, in partnership with community organizations in the Chinatown neighborhood. The NTP was funded by Prop K sales tax and the Metropolitan Transportation Commission's Community-Based Transportation Planning program. The NTP focuses on strategies to improve pedestrian safety on two high pedestrian-injury corridors in Chinatown: Broadway Street between Van Ness and Columbus Avenues, and Kearny Street between Bush and Jackson Streets. On Broadway Street, the study finds

that safety improvements are planned for each intersection between Van Ness Avenue and Columbus Street, and will be delivered within the next two years. The study encourages consideration of additional changes to signal timing to further enhance pedestrian safety. On Kearny Street, the study recommends immediate implementation of near-term pedestrian safety treatments at the intersection of Clay and Kearny Streets, where an elderly pedestrian was killed in June. It also recommends that the San Francisco Municipal Transportation Agency (SFMTA) identify and implement a plan for improving safety all along the corridor, which is in the top 10 percent of pedestrian high injury corridors in the city. For Kearny Street, the study recommends that SFMTA consider a series of pedestrian scrambles, a road diet, or systematic signal timing and striping treatments to eliminate pedestrian injuries and fatalities while meeting other objectives for the street including implementation of Muni Forward and the SFMTA Bicycle Strategy. Commissioner Christensen requested that we accelerate adoption of this report to address the need for urgency in implementing safety treatments on Kearny Street. We are working with her office and SFMTA to explore the possibility of Neighborhood Transportation Improvement Program funding to advance implementation of some of the study's recommendations. SFMTA staff will attend the Plans and Programs Committee meeting to discuss how existing and planned SFMTA efforts will build upon the report's recommendations.

**9. Recommend Adoption of the Geneva-Harney Bus Rapid Transit Feasibility Study Final Report – ACTION\*** **57**

The Geneva-Harney Bus Rapid Transit (BRT) line is a proposed rapid transit service envisioned to provide existing and future neighborhoods along the San Mateo-San Francisco County line with a bus connection to key regional transit system hubs in the Geneva-Harney Corridor, connecting Balboa Park BART/Muni Station, Bayshore Caltrain Station, Muni T-Third at Sunnydale and Arleta, and a future transit center in Hunters Point. The Geneva-Harney BRT Feasibility Study focused on determining feasible routing and configuration options for a near-term project that heralds the long-term investment in a major new growth Corridor. This bi-county, multi-agency effort developed three near-term full-feature BRT alternatives that deliver dedicated transit lanes, transit signal priority, and pedestrian access improvements to the Geneva Corridor. Each near-term option would reduce end-to-end travel time by as much as 15 minutes over today (a 30% improvement), increase ridership by as much as 8%, and provide opportunities for improved pedestrian and bicycle facilities, all with little to no reduction in motorist delay. While this demonstrates clear options for a feasible near-term BRT project, there is a fair amount of variation on the character and impacts of alternatives, particularly in the eastern most section of the study area. As such, the study report details the factors that require more detailed design, technical analysis, stakeholder and community engagement, and interagency coordination before recommending a specific alternative for implementation. The pre-environmental phase of work is expected to begin as early as fall 2015, led by the San Francisco Municipal Transportation Agency in coordination with bi-county multi-agency partners.

**10. Major Capital Projects Update – Transbay Transit Center and Caltrain Downtown Extension – INFORMATION\*** **61**

The Transbay Transit Center (TTC) project, one of the signature Prop K projects, is being built in two phases: Phase 1 is the TTC building, bus ramp, and related improvements, and Phase 2 is the downtown extension of commuter rail service into the new TTC, accommodating both Caltrain and high speed trains (DTX). In 2013, the Transbay Joint Powers Authority (TJPA) conducted a full cost and schedule Risk Assessment Workshop for Phase 1. In July 2013, the TJPA Board approved a revised Phase 1 budget of \$1.899 billion, an increase of \$310.4 million over the May 2010 baseline. On July 9, 2015, the TJPA Board was briefed on an additional Phase 1 budget increase of \$246.92 million, to be approved at its September meeting. The increase is attributed to changed market conditions, complex facility design, overly optimistic cost estimates in some instances, and a competitive bidding environment, which now require replenishing project contingencies and program reserve at prudent levels. TJPA staff has proposed deferral of the offsite bus storage facility (reduces cost by \$19.5 million) and has identified \$160 million in additional revenues through the sale of land (Parcel F) originally designated for DTX (see agenda item 4 on partial release of quitclaim interest in portions of various parcels financed with Prop K funds) leaving a \$87.5 million funding gap. Possible sources to close the gap include redirecting Community Facility District revenues from Phase 2, land sales, sponsorship, and federal grants. Phase 1 construction began in November 2008 and as is about 50% complete. Bus operations at the new TTC are scheduled to commence in December 2017, reflecting a three month delay relative to the last project update in fall of 2013. DTX is essentially on hold given a significant funding shortfall, which will be larger after dealing with Phase 1 cost increases.

**11. 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.

**12. Public Comment****13. Adjournment**

\* Additional materials

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

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

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

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# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

June 24, 2015 MEETING

### 1. Committee Meeting Call to Order

The meeting was called to order by Chair Chris Waddling at 6:03 p.m. CAC members present were Myla Ablog (entered during item 7), John Larson, Santiago Lerma, Eric Rutledge (entered during item 7), Jacqueline Sachs, Raymon Smith, Peter Tannen, Chris Waddling and Wells Whitney. Transportation Authority staff members present were Amber Crabbe, Cynthia Fong, Chester Fung, Ryan Greene-Roesel, Andrew Heidel, Mike Pickford, Chad Rathmann and Liz Rutman.

### 2. Chair's Report – INFORMATION

Chair Waddling announced that a special meeting of the CAC had been scheduled for September 2, following the August recess. He said that the recommendations from the May 14 Subcommittee meeting on the CAC's By-Laws were included for information as Item 6, and that they would be included as an action item at the next regular CAC meeting. He also said that staff would provide a look ahead of allocation requests for the next CAC meeting. (Staff later clarified that the look ahead would be sent out in August because the July CAC meeting had been cancelled.)

Jacqueline Sachs said that her term on the CAC would expire in July but that she planned to seek reappointment.

There was no public comment.

### Consent Calendar

3. Approve the Minutes of the May 27, 2015 Meeting – ACTION
4. Citizens Advisory Committee Appointments – INFORMATION
5. State and Federal Legislative Update – INFORMATION
6. Update of Citizens Advisory Committee By-Laws – INFORMATION

John Larson requested that page ten of the May 27 CAC minutes be amended to record him asking a question, rather than John Morrison.

There was no public comment on the Consent Calendar.

Raymon Smith moved to approve the Consent Calendar, seconded by Santiago Lerma.

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

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

Absent: CAC Members Ablog, Larkin, Morrison and Rutledge

### End of Consent Calendar

**7. Adopt a Motion of Support to Authorize the Executive Director to Execute a Partial Release of the Transportation Authority's Agreement for Quitclaim of Interest in Portions of 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street Parcels To Be Sold as Part of Parcel F by the Transbay Joint Powers Authority – ACTION**

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

Santiago Lerma asked for confirmation that the properties in question were currently being used for construction activities, rather than as part of the facility, and that they would be sold to finance the project. Ms. Fong replied that there was a map illustrating the locations on page 51 of the meeting packet.

Amber Crabbe, Assistant Deputy Director for Policy and Programming, noted that staff from Transbay Joint Powers Authority (TJPA) had not yet arrived to provide information on the item.

Chair Waddling moved to continue the item until the arrival of TJPA staff, seconded by John Larson.

The motion was approved unanimously.

**Chair Waddling resumed Item 7 after Item 8.**

Ms. Fong restated Mr. Lerma's earlier question regarding the location of the parcels. Sara Gigliotti, Chief Financial Officer at TJPA, confirmed that the parcels were currently being used for construction staging. She added that TJPA had always planned to sell the parcels.

Chair Waddling asked whether the sale of the parcels would close the project's funding gap. Ms. Gigliotti responded that it would depend on the bids received, but that the sale would go a long way toward closing the funding gap, and that they would know more come September.

John Larson said that he had read that the sale was originally supposed to fund phase two of the project, but that now the funds would be used for phase one. Ms. Gigliotti responded that originally the land wasn't anticipated to be available until phase two, but that the contractor would be finished using the parcels earlier than expected so TJPA wanted to take advantage of the real estate market by holding the sale sooner.

During public comment, Roland Lebrun said that the rail connection to the terminal in phase two had been fully funded three years ago, but that increased costs in phase one had reduced funding for phase two. He said that other routes under consideration for the downtown extension conflicted with California Streets and Highways Code 30914.22, which he said were required to make a future rail connection to the East Bay.

Eric Rutledge moved to approve this item, seconded by Santiago Lerma.

The item was approved by the following vote:

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

Abstained: CAC Member Smith

Absent: CAC Members Larkin and Morrison

**8. Adopt a Motion of Support for the Allocation of \$38,780,932 in Prop K funds, with Conditions, and Appropriation of \$671,920 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

Chad Rathmann, Senior Transportation Planner, and Chester Fung, Principal Transportation

Planner, presented the item per the staff memorandum.

Jacqueline Sachs asked, in relation to the Geary Corridor Bus Rapid Transit (BRT) requests, where the bus bulbs would be located, given that the ultimate goal should be to build light rail transit. Mr. Fung replied that the bulbs would be placed in the segments where the buses would continue to operate, including numerous stops in the one-way portions of Geary Boulevard and O'Farrell Street. He noted that while staff agreed that light rail was a future goal, staff saw bus improvements to be within reach in the near term and were working toward implementing them.

Myla Ablog asked, in relation to the Geary Corridor BRT requests, whether more detail on the Japantown-area improvements could be provided to the CAC. Mr. Fung replied that a presentation recently provided to the Japantown Task Force included that detail and that he would provide that presentation to the CAC.

Wells Whitney asked whether the bulb-outs described under the Geary, 19th Avenue, and Lombard requests would be built in a travel lane or a parking lane. Mr. Fung replied that all of those bulb-outs would be installed in parking lanes.

Peter Tannen asked about the location of the one-block bike lane described under the Geary Phase 2 request. Mr. Fung replied that it would be located between Masonic and Presidio Avenues and would close the gap in the bicycle network's two parallel routes in the area to the north and south of Geary Boulevard.

Santiago Lerma asked whether the Geary Corridor BRT project would be light rail ready. Mr. Fung replied that the project would in some ways bring the corridor closer to rail ready, by reconfiguring the street and making it easier for a bigger re-design for rail could be made later, and by proposing a bus stop spacing that was closer to rail spacing than the current spacing.

Mr. Tannen asked why the 19<sup>th</sup> Avenue project was transitioning from the Transportation Authority to San Francisco Public Works (SFPW).

Liz Rutman, Senior Engineer, replied that the project had been initiated by the Transportation Authority as a bulb-out project but it was later incorporated into the San Francisco Municipal Transportation Agency's (SFMTA's) Transit Effectiveness Project, now known as Muni Forward, and that SFPW was leading the design and implementation of the project. Ms. Rutman said project management was being transferred at the end of the current phase with California Department of Transportation project approval.

Mr. Tannen asked, regarding the Geneva-Harney BRT request, why San Mateo County and Caltrain had withdrawn funding from the Bayshore Station Study.

Amber Crabbe, Assistant Deputy Director for Policy and Programming, responded that there were some coordination issues with the other agencies and that they decided to disengage in the project, but that it was anticipated that they would participate in later phases of the Geneva-Harney BRT project.

Ms. Sachs asked whether the paratransit request would procure new vehicles in addition to funding operations.

Ariel Espiritu Santo, Capital Budget Lead at SFMTA, replied that the requested funds were for operations and that SFMTA had separately requested funds for vehicle procurements.

Chair Waddling asked for clarification regarding the Geneva-Harney BRT request, on whether San Mateo County and Caltrain would be participating in the next phase of work, considering that the City of Brisbane had refused to participate in a separate study of the Bayshore Caltrain

Station. Mr. Fung replied that Brisbane had communicated disagreement with San Francisco's recent proposal to consider moving the Bayshore Caltrain Station to the north. He noted that the San Francisco Mayor's Office had reached out to Brisbane to discuss the concerns raised, and that the Transportation Authority would reach out to coordinate with Brisbane during the next phase of the Geneva-Harney BRT project.

Santiago Lerma asked, regarding the Geary Corridor BRT project, how much of the ultimate goal was anticipating an eventual light rail line. Mr. Fung replied that the Geary Corridor BRT project would make it easier to implement light rail in the future because the bus-specific changes to the roadway would not be too significant. He also said that the stop spacing for the BRT project would be similar to what would be designed for a light-rail line.

Eric Rutledge said that he supported the Lombard Street Neighborhood Transportation Improvement Program and looked forward to changes that would speed up the 28 bus line. He said he had noticed many people crossing Lombard Street between the Chestnut and Union Streets commercial districts and that it could really use the pedestrian improvements. He also asked for clarification of the schedule for the environmental phase and construction phase activities.

Craig Raphael, Transportation Planner at SFMTA, said that they were moving forward with the design phase of the project prior to environmental clearance, but that no construction would occur until the environmental document was completed. He said that the proposed near-term construction items should be environmentally cleared by the fall.

During public comment, Ed Mason asked which general obligation bonds SFMTA would use for the Geary Corridor BRT project. Ms. Espiritu Santo replied that the most recent voter-approved bonds would be used.

Roland Lebrun said that the location of the Bayshore Caltrain station was important to the Caltrain Baby Bullet service and that agencies were focusing too much on whether the station was in their own jurisdiction.

Wells Whitney moved to approve this item, seconded by Peter Tannen.

The item was approved by the following vote:

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

Abstained: CAC Member Smith

Absent: CAC Members Larkin and Morrison

**9. Adopt a Motion of Support for the Award of a Two-Year Contract to AECOM Technical Services, Inc. in an Amount Not to Exceed \$400,000 for Planning and Engineering Services for the San Francisco Freeway Corridor Management Study Phase 2, and Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION**

Andrew Heidel, Senior Transportation Planner, presented the item per the staff memorandum.

During public comment, Ed Mason asked how the Freeway Corridor Management Study (FCMS) would integrate with the Metropolitan Transportation Commission's (MTC's) project that was exploring potential express lanes, express buses, and park-and-ride lots. Mr. Heidel replied that the FCMS would take a more detailed look than the MTC study, and that those were among the ideas to be considered.



Wells Whitney moved to approve this item, seconded by Myla Ablog.

The item was approved by the following vote:

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

Absent: CAC Members Larkin and Morrison

#### 10. Shuttle Program Update – INFORMATION

Ryan Greene-Roesel, Senior Transportation Planner, and Hank Willson, Principal Analyst with the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Chair Waddling said that the shuttles were an emotionally charged topic, but that the presentation answered most of the questions he had.

Wells Whitney asked for an estimate of how many automobiles each commuter shuttle bus actually removed from city streets. Mr. Willson replied that SFMTA was collecting shuttle rider surveys as part of the program evaluation which asked about how many riders would have otherwise driven. Mr. Whitney asked if Mr. Willson had an estimate of the number of individuals commuting per day. Mr. Willson replied that there were roughly 35,000 boardings per day, including intra-city shuttles, and that the Commuter Shuttle Pilot Program was receiving boarding data from shuttle providers.

Myla Ablog asked whether the data being gathered from the Commuter Shuttle Pilot Program would inform the design and environmental review for projects on Van Ness Avenue. Mr. Willson replied that SFMTA would be sharing the shuttle data to inform project development on Van Ness Avenue and elsewhere.

Jacqueline Sachs asked if the pilot program took into account the need to stop shuttles from negatively impacting passengers boarding Muni buses on wheelchair ramps. Mr. Willson replied that the shuttle drivers had been instructed to stay out of the way of Muni buses, which was a condition in the agreement they signed to receive their permit. He said in addition, SFMTA had extended white zones in some areas to reduce conflicts with Muni, and in other areas the shuttles had been assigned to Muni stops with less Muni activity. Ms. Sachs asked what the current charge was for the shuttle operators, and Mr. Willson replied that the charge was \$3.55 per stop event, and would increase to \$3.67 in July.

Chair Waddling asked if any thought had been given to designing a route system for the shuttle buses after the pilot. Mr. Willson replied that it would be considered after the pilot program evaluation was complete, and that they currently provided feedback to shuttle operators about how to minimize the impacts of their routes. Mr. Waddling also asked if more than just Muni drivers were being surveyed (e.g. taxi drivers, private vehicle drivers). Mr. Willson replied that the plan only included surveying Muni drivers, focusing on the Muni zones.

Eric Rutledge asked if shuttle drivers would be incorporated into the Large Vehicle Training Program as part of the Vision Zero initiative. Mr. Willson replied that once the video was ready shuttle drivers would be required to complete the training.

During public comment, Christine Rogers said that shuttles had increased traffic on 26<sup>th</sup> Street in Noe Valley where she lived. She asked whether SFMTA was considering modifying shuttle sizes or routes (specifically, a hub and spoke route system) to reduce impacts to neighborhoods. Lastly, Ms. Rogers inquired if members of the public had access to the shuttle GPS data. Mr. Willson replied that SFMTA was considering the rightsizing of buses, but also noted that to the extent that buses were full, then smaller buses would mean more buses, and that a hub and

spoke system had been considered but not found to be promising. He added that GPS data would be shared with the public once ready.

Ed Mason said that the Alemany Farmers' Market at the intersection of US 101 and I-280 could serve as a hub and have smaller neighborhood buses serve it. Mr. Mason also underscored the importance of a regional express bus system since the shuttle buses returned to San Francisco empty. He also urged the city to consider a franchise fee for shuttles, and noted that South Bay cities were not building their fair share of housing. Lastly, he noted that shuttle buses were operating on steep streets like Castro and Noe Streets, and called for a full public process once the new information was available.

Roland Lebrun said that the shuttles must be allowed to use bus lanes, noting that in London the transit lanes were used by many different types of users, and called for automatic passenger counters on shuttle buses to ensure there was up to date ridership information at all times.

#### **11. Plan Bay Area Update – INFORMATION**

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

During public comment, Roland Lebrun stated that he planned to submit a project for consideration.

#### **12. Geneva-Harney Bus Rapid Transit Update – INFORMATION**

Zabe Bent, Project Manager, presented the item.

Chair Waddling asked if it was possible to use Alanna Way in case of a closure or rerouting of Beatty Avenue. Ms. Bent replied that all the roads in the immediate area were subject to changes under Recology's project, which could involve vacating Beatty Avenue and reconfiguring streets adjacent to the site. She said Recology had committed to keep Beatty Avenue open until a replacement could be identified and constructed, but that the timing around changes to Beatty Avenue was still very uncertain.

Jacqueline Sachs asked how the project would benefit public housing residents in Sunnydale and Bayview-Hunter's Point. Ms. Bent replied that the project looked carefully at stop spacing and matched the guidance of the San Francisco Municipal Transportation Agency to ensure that the bus service provided would be accessible but also provide high-quality rapid service to all residents. She said in addition, the project looked at all developments and changes along the corridor to serve existing and future residents' needs. She said the project would create a connection to regional transit hubs that didn't exist today for residents in Sunnydale and Bayview-Hunter's Point, since residents would be able to take one bus to reach the Balboa Park BART Station and Caltrain, and that bus service would be faster and more reliable. Ms. Bent said the project would also include walking and biking improvements, addressing the fact that many residents say they were not currently comfortable walking or biking in the project corridor.

During public comment Roland Lebrun stated that the Bayshore Caltrain Station should move further south. He stated that there weren't problems with Geneva Avenue under this project plan, but that the Bayshore Caltrain Station would not work if it was kept within San Francisco's boundaries. He said that it could be an incredible transit hub and among the best in the region if it were located further south. Ms. Bent replied that the study focused on the near term feasible solutions, and as such assumed that all other infrastructure stayed fixed unless there were already projects planned for implementation by 2020. She added that the Bayshore Caltrain Station was assumed to be fixed over the 2020 horizon.

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

Eric Rutledge stated that this would be his final CAC meeting.

Jacqueline Sachs asked about the status of the study on late night transportation, “The Other 9-to-5”, that had been presented at a previous CAC meeting, since there was no representation from bus drivers. She requested an update on the project that included the perspective of bus drivers and offered to serve on any panel created to address late night transportation.

Amber Crabbe, Assistant Deputy Director for Policy and Programming, said she would follow up with members of the Late Night Transportation Working Group on the study’s next steps.

Peter Tannen said that SPUR would be holding an upcoming forum on the study.

Raymon Smith distributed copies of proposed amendments to the CAC’s By-Laws. He proposed adding a Parliamentarian position to the CAC, which would assist the Chair in conducting the meeting and adhering to the CAC’s operating guidelines and procedures. He said that he had also proposed a change to Article I of the By-Laws to let CAC members know the authority under which the CAC operates. Mr. Smith also said the current By-Laws do not give members instructions on what to do if they will be absent., and proposed requiring members to notify the agency in advance if they will not be able to attend the meeting. He added that all CAC members should be aware of how to conduct a meeting according to Robert’s Rules of Order and should be aware of the requirements under the Brown Act.

Ms. Crabbe said that CAC members were provided proposed amendments in writing to Articles II and III with their materials and asked Mr. Smith to confirm that he proposed an amendment to Article I as well.

Mr. Smith responded that his proposed amendment had been accepted by the Transportation Authority’s legal counsel and should be included in the Subcommittee’s recommendation.

Eric Rutledge asked whether the proposed amendments that Mr. Smith distributed were included in the packet. Chair Waddling responded that they were not, but that they would be included for consideration at the next regular CAC meeting.

John Larson asked whether the proposed amendments from Mr. Smith would be incorporated into the Subcommittee’s recommendation. Chair Waddling responded that the proposed amendments from Mr. Smith would be considered as amendments to the Subcommittee’s recommendation..

Mr. Rutledge asked how the CAC would select a Parliamentarian under Mr. Smith’s proposal. Mr. Smith responded that the selection process would be the same as selecting the Chair and Vice Chair.

There was no public comment.

14. **Public Comment**

There was no public comment.

15. **Adjournment**

The meeting was adjourned at 8:22 p.m.



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# DRAFT MINUTES

## PLANS AND PROGRAMS COMMITTEE

Tuesday, June 16, 2015

### 1. Roll Call

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

**Present at Roll Call:** Commissioners Christensen, Farrell, Tang and Yee (4)

**Absent at Roll Call:** Commissioner Breed (entered during Item 4) (1)

### 2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee (CAC), reported that at its May 27 meeting the CAC considered and passed Items 4 and 5 from the agenda. Mr. Waddling said that on Item 4, the \$33.4 million request by the San Francisco Municipal Transportation Agency (SFMTA) was not brought before the CAC but that it had already been passed by the SFMTA Board and the Board of Supervisors. He said that because of this, the \$12.4 million request for buses required a waiver to the Proposition K Strategic Plan policies. He said going forward he would like to see the Strategic Plan policies adhered to more strictly.

Mr. Waddling reported that the policy of shifting street tree maintenance to property owners continued to be an issue for the CAC that deserved consideration. He said that he was excited to see the District 9 Neighborhood Transportation Improvement Program project moving forward in the Alemany area. Regarding the Potrero Hill Neighborhood Transportation Plan, Mr. Waddling said that CAC members and members of the public commented that bringing back service on the former 53-bus route could resolve a lot of transportation issues in the area.

Chair Tang thanked him for bringing up the issue regarding street tree maintenance and said that regarding the \$33.4 million request, she hoped staff could provide justification.

During public comment, Jacqueline Sachs stated that the Potrero Hill final report needed to take into account the senior and disabled residents of the area.

### 3. Approve the Minutes of the May 12, 2015 Meeting – ACTION

There was no public comment.

The Minutes were approved without objection by the following vote:

Ayes: Commissioners Christensen, Farrell, Tang and Yee (4)

Absent: Commissioner Breed (1)

**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**

Maria Lombardo, Chief Deputy Director, Liz Brisson, Senior Transportation Planner, and Colin Dentel-Post, Transportation Planner, presented the item.

Chair Tang asked about the timeline for the M-Ocean View rail line project.

Ms. Brisson responded that the goal was to have the California Department of Transportation approve the Project Study Report by the end of the year and that they were currently procuring for the consultant team to assist with the environmental review phase. She said that the Park Merced development agreement specified that a decision on whether to implement a surface alignment or another alignment would have to be made by July 2018. She said beyond that date the schedule was speculative and that full funding for the project was not currently in place.

Commissioner Yee thanked staff for moving the project along and complemented their efforts in working with the community.

During public comment, Andrew Yip commented on transportation and land use.

Jacqueline Sachs asked why funds were being used for bike facilities on corridors like Alemany Boulevard that she heard had infrequent bike usage.

Commissioner Christensen thanked staff for the presentation and noted her anticipation for the opening of the Presidio Parkway, as well as the crossing beacon at the intersection of Columbus Avenue and Francisco Street given the public housing, pre-kindergarten facility, and number of visitors in that area. She voiced her support for funding to sidewalk repairs and noted that the city had not met its obligation in repairing sidewalks on Columbus Avenue, adding that she would support Prop K funds to be used in those locations. Commissioner Christensen also voiced her support for traffic calming projects in general and noted her anticipation for continuing dialogue with the San Francisco Fire Department on how to make conditions safe for pedestrians while at the same time accommodating emergency vehicles.

Commissioner Yee asked if the Prop K funds leveraged for the Muni vehicles projects were required by another agency or if the Prop K funds required other funds. Ms. Lombardo responded that the federal funds required a 20 percent local match.

Chair Tang noted that Sunset Boulevard could be fully signalized through the approval of this item.

The item was approved without objection by the following vote:

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

**5. Recommend Adoption of the Potrero Hill Neighborhood Transportation Plan Final Report – ACTION**

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

Commissioner Christensen said that topography was often missing from studies of the Potrero Hill area and anticipated travel choices. She asked about long-term maintenance of the area and said that maintenance around pedestrian improvements at Castro and Market Streets had been challenging. She asked if the community was engaged in long-term maintenance.

Mr. Schwartz responded that the city had been working on maintenance funding and that a prerequisite for the Pavement-to-Parks program was having maintenance funding in place. He said BRIDGE Housing would be responsible for maintenance under an existing contract. He added that in the very long term, the infrastructure being proposed could be relocated and reused.

Chair Tang commented that she was interested in the shuttle proposal, as that was something being considered to connect West Side neighborhoods to transit hubs.

During public comment, Andrew Yip commented on Potrero Hill and Chinatown.

Thu Banh, Rebuild Potrero program manager with BRIDGE Housing, commented that BRIDGE Housing was the master developer to rebuild public housing in Potrero Hill and said that it was important for residents to see interim improvements, such as the traffic calming being proposed. She also described the “walking schoolbus” that residents had developed to get kids safely to school and how the proposals would shorten the route that children must walk to school and would install lighting along the path to improve safety. She said that she looked forward to the next phase of the project.

Uzuri Pease-Green, resident of Potrero Hill, requested that those present imagine the difficulty seniors have in getting around Potrero Hill without adequate transit service and without shelters and benches at transit stops.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Farrell, Tang and Yee

**6. Recommend Approval of 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.

During public comment, Andrew Yip commented on modes of transportation used to travel to San Francisco General Hospital.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Farrell, Tang and Yee

**7. Bay Area Bike Share Update – INFORMATION**

Maria Lombardo, Chief Deputy Director, introduced the item and Doug Johnson, Metropolitan Transportation Commission, presented the item.

Commissioner Breed said that she had heard concerns over unclear pricing and asked if there were plans to increase the clarity of bike share costs for users. Mr. Johnson responded that there would be ongoing efforts to educate potential bike share users on using the system. Commissioner Breed asked if those efforts could include updating information at the bike stations to make it clearer for users, and asked how long it would take to update that information. Mr. Johnson responded that information at the bike stations would be updated, but that he wasn't sure about the timeline. Kansas Waugh, Bay Area Bike Share General Manager, added that the decals on the kiosks had been redesigned over the last year to make costs clearer for users. He said they were in the process of reviewing another design, but that there was not a set date for when the new decals would be installed or how soon the new information could be posted.

Commissioner Breed noted that the service focused mainly on local residents and expressed her concern that bike share did not exist in the city's outer neighborhoods. She noted the recent bike share service location survey and asked that outreach to the outer neighborhoods include more than just online surveys. Mr. Johnson responded that Motivate had launched a website where residents could suggest locations for bike share stations and said that they would be working with the San Francisco Municipal Transportation Agency on community outreach over the next 18 months, including engaging with community based organizations.

Commissioner Breed noted her concern over tourists using the bike share system in regards to safety and confidence. She said there was a difference between bike share and bike rental companies in that rental companies often had staff available to explain safety issues and challenges in using a bike. Commissioner Breed asked if the bike share system could increase its efforts to communicate safety issues to users who may not be San Francisco residents. Mr. Johnson responded that Motivate had a lot of experience working with tourists using its system in New York City and that new signage would help communicate to all users how to use the system and how to navigate San Francisco. He agreed that the system should convey to all users what bike share can and cannot do. Mr. Johnson added that the bike share station maps would also be updated to include features like street grade.

Commissioner Breed stated she did not see bike share as appropriate for targeting tourists without an on-site attendant to work with people who were unfamiliar with the biking environment.

Chair Tang voiced her support for the expansion of bike share to additional areas of San Francisco, including the west side neighborhoods.

During public comment, Andrew Yip commented on bicycles and social interactions.

Aja Monet commented that bicycle infrastructure would have to be paid for and that bicyclists should have to pay some of that cost directly through fees.

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

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

During public comment, Jacqueline Sachs stated that she had been involved in the Geary Corridor Bus Rapid Transit (BRT) project since 1986. She said that light rail had been on the ballot in 1989 but that the project didn't receive any funding. She said that people were skeptical of the bus rapid transit idea and that light rail on Geary Boulevard was the only project in Prop B that was brought into Prop K but did not have any funding. She expressed concern that the design of the Geary Corridor BRT system would not allow it to accommodate light rail.

Andrew Yip commented on Plan Bay Area.

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

There was no public comment.

## **10. Public Comment**

During public comment, Jacqueline Sachs stated that bus drivers she had spoken with were concerned about the design of bike lanes. She said that on Arguello Boulevard there had been conflicts with bicycles when buses had to pull up to the curb to deploy the wheelchair ramp.



**11. Adjournment**

The meeting was adjourned at 12:08 p.m.



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# Memorandum

**Date:** 07.14.15 **RE:** Plans and Programs Committee  
July 21, 2015

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

**From:** Maria Lombardo – Chief Deputy Director *mel*

**Through:** Tilly Chang – Executive Director *TC*

**Subject:** **ACTION** – Recommend Authorizing the Executive Director to Execute a Partial Release of the Transportation Authority’s Agreement for Quitclaim of Interest in Portions of 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street Parcels to Be Sold as Part of Parcel F by the Transbay Joint Powers Authority

## Summary

The Transportation Authority granted the Transbay Joint Powers Authority (TJPA) Prop K sales tax funds to acquire 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street properties in February 2009 and January 2011 respectively. The Metropolitan Transportation Commission also contributed funds toward 568 Howard Street. Each Prop K grant required a Quitclaim Agreement, allowing the transfer of TJPA’s interest in these properties to the Transportation Authority if the Transbay Transit Center was not constructed as planned. In September 2015, TJPA is planning to conduct an auction of the real estate known as “Parcel F” which includes portions of Transbay Parcel F, 75 Natoma, 546 Howard, and portions of the aforementioned parcels for which the Transportation Authority has a Quitclaim Agreement (See Attachment 1). The consolidation of these parcels into a larger Parcel F will maximize the value and usefulness of the property. Revenues from the sale of Parcel F, which originally were earmarked for Phase 2 (Caltrain Downtown Extension) of the project, will be used to fund construction of Phase 1 once the bridge loan from Goldman Sachs has been repaid. TJPA anticipates the receipt of a federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan in Fiscal Year 2016, and this is part of a strategy to fill an estimated \$225.1 million funding increase in Phase 1 costs over the \$1.9 billion Phase 1 budget approved in July 2013. The estimated budget increase was presented to the TJPA Board on June 19, with the very active construction market being cited as a key contributing factor. TJPA anticipates presenting a revised Phase 1 budget and funding plan to its Board in September. In the meantime, TJPA will be able to obtain more information on costs for bid packages not yet awarded and will continue to refine its strategy to close the funding gap with project partners.

## BACKGROUND

The Transbay Transit Center/Caltrain Downtown Extension (TTC/DTX) consists of three interconnected elements: replacing the outmoded terminal with a modern terminal; extending Caltrain 1.3 miles from Fourth and King streets to the new TTC at First and Mission Streets, with accommodations for future high-speed rail service; and creating a new transit-friendly neighborhood

with 3,000 new homes (35 percent of which will be affordable) and mixed-use commercial development.

The total program budget is currently estimated at \$4.5 billion in year-of-expenditure dollars. In May 2010, the Transbay Joint Powers Authority (TJPA) Board adopted a \$1.6 billion budget for Phase 1, which consists of the TTC, bus and pedestrian ramps, and the train box, which is the underground portion of the TTC building that will house the Caltrain and high-speed rail station. On July 11, 2013, the TJPA Board approved a revised budget of \$1.9 billion for Phase 1 of the project. This revision was to respond to drastically changed market conditions, modifications necessitated by an updated Risk and Vulnerability Assessment, and resetting contingencies and program reserve at prudent levels. TJPA's funding strategy to cover the cost increase and resulting \$1.9 billion Phase 1 budget involved a combination of value engineering, phasing, identification of funding and financing strategies, and reducing costs by re-bidding the steel superstructure.

Phase 1 is under construction and bus operations in the new Transbay Transit Center are scheduled to start in December 2017. The current estimate for Phase 2 (DTX) is \$2.6 billion. Work on Phase 2 is on hold due to a significant funding gap. TJPA is exploring the feasibility of alternative project delivery options, including Public Private Partnership (P3) as a means to reduce cost and accelerate delivery. The Transportation Authority, the City and County of San Francisco, and other funding partners are working with TJPA to advance strategies to close the funding gap for Phase 2.

TTC/DTX is the largest project in the Prop K Expenditure Plan, which designates up to \$270 million (in 2003 dollars) for this purpose. The Expenditure Plan specifies that the TTC and the DTX are to be built as a single integrated project. To date, the Transportation Authority has allocated \$174 million in Prop K funds to the project, in addition to state Regional Improvement Program funds.

## DISCUSSION

The purpose of this memorandum is to seek a recommendation from the Plans and Programs Committee to authorize the Executive Director to execute a release of the Transportation Authority's reversionary interest in the 77-79 Natoma Street and 564 and 568 Howard Street parcels to be sold as part of "Parcel F" by TJPA. Parcel F is an aggregation of several parcels. It includes all or most of the formerly State-owned Parcel F, acquired from the California Department of Transportation (Caltrans), 75 Natoma and 546 Howard Streets, funded by the Metropolitan Transportation Commission (MTC), portions of 77-79 Natoma (Resolution 08-47) 564 Howard Street (Resolution 14-29) and 568 Howard Street (Resolution 14-29), funded by the Transportation Authority. Parcels 81-83 Natoma Street, which were also purchased using Prop K funds are intended to be used by the project and will not be included in the sale of the aggregated Parcel F.

Parcel F contains approximately 29,000 square feet of net developable area. It is located mid-block between First, Second, Howard, and Natoma Streets, directly across from the new Transbay Transit Center. The height limit is generally 750 feet and Parcel F is zoned for at least two-thirds commercial use. Parcel F will have the opportunity to connect to the 5.4 acre rooftop park on the Transit Center by a pedestrian bridge.

**Quitclaim Agreements:** Upon funding the acquisition of the properties, the Transportation Authority and TJPA entered into Agreements for Quitclaim of Interest to revert the interest in these properties to the Transportation authority if 1) TJPA abandoned the Transbay Transit Center project by a vote of its Board prior to commencement of actual passenger bus service at the project site, or 2) Caltrans filed a written notice of its intent to exercise its Power of Termination to re-take title to the formerly State-owned parcels for failure to construct the project on a timely basis. Thus, the Transportation Authority's

reversionary interest in the properties purchased through the grants will expire when the Transbay Transit Center is completed in late 2017. Caltrans and MTC entered into similar agreements with TJPA for right of way acquisitions which they funded. The intent of the quitclaim agreements is to protect the interests of the funding programs (e.g. Prop K) in the event the project was not completed.

With the first phase of the project nearing completion, scheduled for late 2017, and the opportunity to maximize land sale proceeds by creating a more attractive parcel, TJPA has requested the removal of the reversionary language from portions of several properties purchased with Prop K funds (see Attachment 1). TJPA has requested that the Transportation Authority approve the changes to the Quitclaim Agreements in July so that Parcel F can be sold at a live auction scheduled for September 2, 2015.

Maximizing the proceeds from the sale of Parcel F is critical to close an anticipated Phase 1 cost increase (see below) and to manage cashflow of anticipated expenditures for the project. With respect to the latter, TJPA secured a \$171 million loan through the Transportation Infrastructure Finance and Investment Act (TIFIA) for the implementation of the Transbay Transit Center., anticipated to be received in late 2015 or early 2016. To ensure the project construction stayed on schedule prior to receiving the TIFIA loan disbursement, TJPA negotiated and closed on an interim bridge financing with Goldman Sachs Bank USA and Wells Fargo Securities LLC (Goldman Sachs) in January 2015. To accommodate offering former State-owned Parcel F as partial security for the bridge loan with Goldman Sachs, Caltrans released its Power of Termination over this property at the closing of the bridge loan, and TJPA deposited approximately \$124.5 million into a trust account to be used for project construction. Similarly, MTC released its reversionary interest in the parcels it funded at the close of the bridge loan, except for the 568 Howard parcel. TJPA has asked MTC to release its interest in the 568 Howard parcel. MTC staff has indicated that this action has gone to its Programming and Allocations Committee on July 8 and will be presented to the full commission for approval on July 22.

**Anticipated Phase 1 Cost Increase:** At a special meeting on July 9, TJPA staff presented an anticipated Phase 1 cost increase of \$246.9 million over the \$1.9 billion Phase 1 budget approved in July 2013. The staff presentation cites the very active construction market, which is limiting competition and driving up costs as a key contributing factor. TJPA staff have been working with the City and other funding partners, including the Transportation Authority, on a strategy to close the anticipated funding gap. Thus far, that strategy includes land sales (including Parcel F), continued value engineering, scope deferral, and seeking additional funds (e.g. sponsorship, discretionary grants, more funding from the existing Mello-Roos District). TJPA anticipates presenting a revised Phase 1 budget and funding plan to its Board in September. Over the next few months, TJPA will be able to obtain more information on costs for several bid packages not yet awarded and will continue to refine a strategy to close the estimated project funding shortfall with project partners.

Another item on the Committee's agenda will provide a project update on the anticipated cost increase and strategy to close the Phase 1 funding gap. We are very supportive of the proposed additions to Parcel F to maximize its resale value and the September auction. We note that while this makes eminent sense as a means of closing the Phase 1 funding gap, the net result is reducing funds that were originally committed to Phase 2. Further tapping into the Mello-Roos funds, if needed, would have the same effect.

## ALTERNATIVES

1. Recommend authorizing the Executive Director to execute a partial release of the Transportation Authority's Quitclaim of Interest in Portions of 77-79 Natoma Street, 564

Howard Street, and 568 Howard Street parcels to be sold as part of Parcel F by TJPA, as requested.

2. Recommend authorizing the Executive Director to execute a partial release of the Transportation Authority's Quitclaim of Interest in Portions of 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street parcels to be sold as part of Parcel F by TJPA, with modifications.
3. Defer action, pending additional information or further staff analysis.

### **CAC POSITION**

The CAC was briefing on this item at its June 24, 2015 meeting and adopted a motion of support for the staff recommendation.

### **FINANCIAL IMPACTS**

There is no impact on the Transportation Authority's adopted budget by the recommended action. The Quitclaim Agreements were put into place to protect the interests of the Prop K Expenditure Plan in the event that the Transbay Transit Center project is cancelled. As noted above, the Transbay Transit Center is currently under construction and the intent of the recommended action is to maximize revenues available from the sale of Parcel F to fill an anticipated funding shortfall for the Transbay Transit Center.

### **RECOMMENDATION**

Recommend authorizing the Executive Director to execute a partial release of the Transportation Authority's Quitclaim of Interest in Portions of 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street parcels to be sold as part of Parcel F by TJPA.

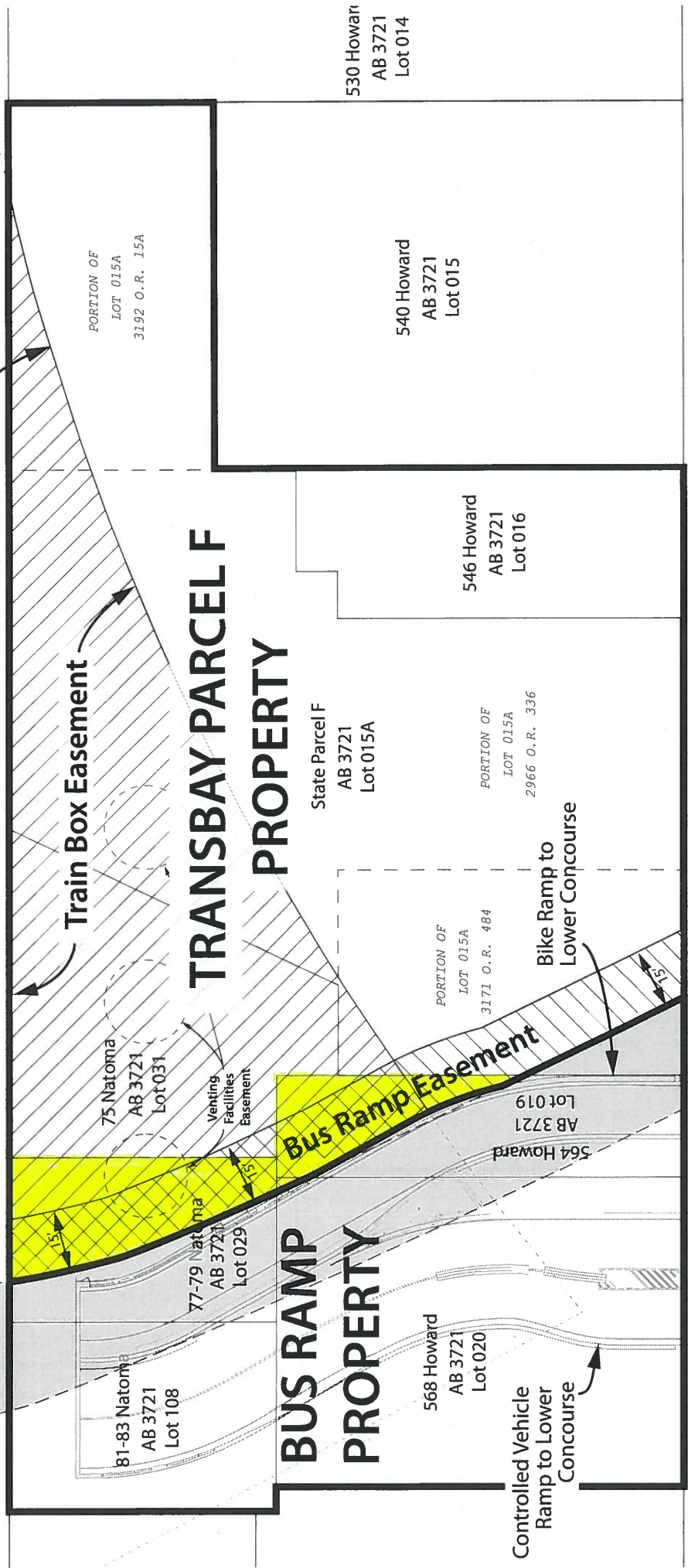
#### Attachment:

1. Exhibit indicating the locations of the properties that aggregate into a single Parcel F to be auctioned by TJPA in September 2015.

Transbay Transit Center

Natoma St

Outside Face of Train Box Shoring Wall

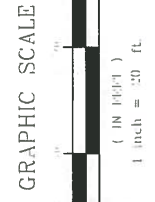
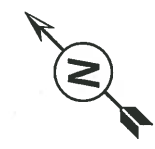


# TRANSBAY PARCEL F PROPERTY

# BUS RAMP PROPERTY

# SITE PLAN PARCEL F PROPERTY

Howard St





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# Memorandum

**Date:** 07.15.15 **RE:** Plans and Programs Committee  
July 21, 2015

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

**From:** Maria Lombardo – Chief Deputy Director *mel*

**Through:** Tilly Chang – Executive Director *asc*

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

## Summary

The Transportation Authority has an eleven-member Citizens Advisory Committee (CAC). CAC members serve two-year terms. Per the Transportation Authority's Administrative Code, the Plans and Programs Committee recommends and the Transportation Authority Board appoints individuals to fill any CAC vacancies. Neither Transportation Authority staff nor the CAC make any recommendations on CAC appointments, but we maintain an up-to-date database of applications for CAC membership. A chart with information about current CAC members is attached, showing ethnicity, gender, neighborhood of residence, and affiliation. There are two vacancies on the CAC requiring committee action. The vacancies are the result of the resignation of Eric Rutledge due to his relocation outside of San Francisco and the term expiration of Jacqueline Sachs. Ms. Sachs is seeking reappointment. Attachment 1 shows current CAC membership and Attachment 2 lists applicants.

## BACKGROUND

There are two vacancies on the Citizens Advisory Committee (CAC) requiring Plans and Programs Committee action. The vacancies are the result of the resignation of Eric Rutledge due to his upcoming relocation outside of San Francisco and the term expiration of Jacqueline Sachs. Ms. Sachs is seeking reappointment. There are currently 24 applicants to consider for the existing vacancies.

## DISCUSSION

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

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

An applicant must be a San Francisco resident to be considered eligible for appointment. Attachment 1 is a tabular summary of the current CAC composition. Attachment 2 provides similar information on current applicants for CAC appointment. Applicants are asked to provide residential location and areas of interest. Applicants provide ethnicity and gender information on a voluntary basis. CAC applications

are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and e-mail blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority.

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

### **ALTERNATIVES**

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

### **CAC POSITION**

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

### **FINANCIAL IMPACTS**

None.

### **RECOMMENDATION**

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

Attachments (2):

1. Current CAC Members
2. CAC Applicants

Enclosure:

1. CAC Applications

Attachment 1

CITIZENS ADVISORY COMMITTEE <sup>1</sup>

<b>Name</b>	<b>Gender</b>	<b>Ethnicity</b>	<b>District</b>	<b>Neighborhood</b>	<b>Affiliation</b>	<b>First Appointed</b>	<b>Term Expiration</b>
Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood	Jun 97	Jul 15
Eric Rutledge	NP	NP	4	Outer Sunset	Environmental, Neighborhood, Public Policy	Nov 13	Nov 15
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 16
John Larson	NP	NP	7	Miraloma Park	Neighborhood, Public Policy	Mar 14	Mar 16
Raymon Smith	NP	NP	6	NP	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	July 14	July 16
Brian Larkin	NP	NP	1	Richmond	Neighborhood	May 04	Sep 16
Chris Waddling, Chair	M	NP	10	Silver Terrace	Neighborhood	Dec 12	Dec 16
Santiago Lerma	M	H	9	Mission	Business, Environmental, Labor, Neighborhood, Public Policy	Dec 14	Dec 16
Myla Ablog	F	Filipina	5	Japantown/Western Addition	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	Sep 13	Mar 17
Wells Whitney, Vice Chair	M	C	3	Telegraph Hill	Environmental, Neighborhood, Public Policy, Senior Citizen	May 13	May 17
John Morrison	M	NP	11	Crocker-Amazon	Business, Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen	May 15	May 17

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

<sup>1</sup> Shading denotes open seats on the CAC.

## Attachment 2 (Updated 07.15.15)

## APPLICANTS

<b>Name</b>	<b>Ethnicity</b>	<b>Gender</b>	<b>District</b>	<b>Neighborhood</b>	<b>Affiliation/Interest</b>
1 Soumya Aleti*	East Indian	F	1	Lone Mountain	Business, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
2 Renee Anderson*	C	F	11	Outer Mission	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
3 Karwanna Dyson*	AA	F	10	Bayview Hunters Point	Business, Neighborhood
4 Peter Fortune	NP	M	2	Marina	Business, Neighborhood, Public Policy, Senior Citizen
5 Rachel Frederick*	C	F	4	Central Sunset	Business, Environment, Neighborhood, Public Policy
6 Aaron Goodman	C	M	11	Lakeside/ Parkmerced	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
7 Hristo Gyoshev*	NP	NP	11	Mission Terrace	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
8 Tom Hubbard*	C	M	5	Cole Valley	Environment, Neighborhood
9 Michele Jacques	NP	NP	7	Oceanview	Neighborhood, Public Policy
10 Johnny Jaramillo*	NA	M	2	Van Ness Corridor	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
11 Lee Jewell*	C	M	5	Hayes Valley	Disabled, Neighborhood, Senior Citizen
12 Jack Kleytman*	C	M	4	Outer Sunset	Business, Neighborhood
13 Roger Kuo	A	M	3	Financial District	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
14 Jessica Lunney	C	F	2	Cow Hollow	Business, Environment, Neighborhood, Public Policy
15 Rachel Morgan*	NP	F	3	South of Market	Business, Disabled, Neighborhood, Public Policy
16 Catherine Orland	C	F	9	Mission	Business, Environment, Labor, Neighborhood, Public Policy

<b>Name</b>	<b>Ethnicity</b>	<b>Gender</b>	<b>District</b>	<b>Neighborhood</b>	<b>Affiliation/Interest</b>
17 Glenn Rogers	C	M	7	Ingleside Heights	Business, Disabled, Environment, Labor, Neighborhood, Senior Citizen
18 Jacqueline Sachs	C	F	2	Western Addition	Disabled, Neighborhood
19 Peter Sachs*	NP	NP	4	Outer Sunset	Environment, Labor, Public Policy
20 Deborah Schrimmer	C	F	5	Cole Valley	Neighborhood, Public Policy
21 Daniel Sisson	C/H	M	1	Inner Richmond	Business, Neighborhood, Public Policy
22 Howard Strassner	NP	NP	7	Inner Parkside	Environment, Neighborhood, Public Policy, Senior Citizen
23 Elliott Talbot*	NP	NP	2	Marina	Neighborhood, Public Policy
24 Jeffrey Wood	NP	M	8	Noe Valley	Environment, Labor, Neighborhood, Public Policy

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

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



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# Memorandum

**Date:** 07.13.15 **RE:** Plans and Programs Committee  
July 21, 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 *D+ll*

**Through:** Tilly Chang – Executive Director *TC*

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

## Summary

The Transportation Authority has a 13-member Geary Corridor Bus Rapid Transit (BRT) Citizens Advisory Committee (GCAC). There is one vacant seat on the GCAC for a representative of the Tenderloin-Downtown area. The vacancy is due to the expiration of the term of Richard Marshall, who is not seeking reappointment. Following the issuance of notices seeking applicants to the GCAC, we have received an application from one eligible candidate. Staff provides information on applicants but does not make recommendations on GCAC appointments. Attachment 1 contains a summary table with information about current and prospective GCAC members, showing neighborhood of residence, neighborhood of employment, affiliation, and other information provided by the applicants.

## BACKGROUND

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

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

- Advise on the study scoping to identify the alternatives for analysis;

- Advise on the selection of a preferred alternative based on project benefits and expected environmental impacts;
- Advise on strategies to mitigate any negative environmental impacts; and
- Advise on strategies for effective outreach and assist with outreach to neighborhoods and other stakeholders.

The Board-adopted structure for the GCAC includes 13 seats. Appointed individuals are to reflect a balance of interests, including residents, businesses, transportation system users, and advocates. Each member is appointed to serve for a two-year term. There is currently one vacant seat representing Tenderloin/Downtown area interests on the GCAC. Former member Richard Marshall's term expired and he is not seeking reappointment due to other time commitments.

## DISCUSSION

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

In February 2008, through Resolution 08-56, the Transportation Authority Board established the structure for the GCAC. In October 2013, the Board increased the number of seats on the GCAC from eleven to thirteen.

The current GCAC membership and structure are shown in the table below:

<b>Geographic Representation</b>	<b>Seats on GCAC</b>	<b>Term Expires</b>	<b>Member(s)</b>
Richmond	3	Apr 2016 Sept 2015 Feb 2017	J. Foerster J. Fong A. P. Miller
Japantown/Fillmore	3	Sept 2015 Jan 2016 Mar 2016	B. Horne R. Hashimoto A. Spires
Tenderloin/Downtown	2	Sept 2015	P. Gallotta <i>Vacant</i>
At-Large	5	Apr 2016 Oct 2015 Sept 2015 Sept 2015 Nov 2016	M. H. Brown P. Chan J. Goldberg J. John W. Parsons

**Recruitment:** We solicited GCAC applications in June 2015 through the Transportation Authority's website and social media accounts, Commissioners' offices, and an email blast to community members and organizations with interest in the Geary corridor.

**Applicant Pool:** We received an application from one eligible candidate with affiliation to the Tenderloin district. Attachment 1 provides a matrix summarizing the application, including information about the



applicant's affiliation to and interest in the Geary Corridor BRT project. The applicant was informed of the opportunity to speak on behalf of his candidacy at the July 21, 2015 Plans and Programs Committee meeting. The applicant was advised that appearance before the Committee is strongly encouraged, but not required, for appointment. Staff provides information on applicants but does not make recommendations on these appointments.

### **ALTERNATIVES**

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

### **CAC POSITION**

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

### **FINANCIAL IMPACTS**

None.

### **RECOMMENDATION**

Recommend appointment of one member to the GCAC.

Attachments (2):

1. Applicant and Current Member Matrix
2. Application from Kevin Stull

## Attachment 1: Geary BRT Citizens Advisory Committee Members and Applicants - July 2015

Member/ Applicant Status	Name	Corridor Relationship / Interest / Affiliation							Residence			Work		Self-Identified:		
		Resident	Business	Employee	Transit	Environ- ment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	District	Neighborhood	Gender
<b>Richmond (3 seats, 0 vacancies)</b>																
Member, term exp. Apr 2016	Margie Hom Brown	x			x			x	Chinese speakers	1	Richmond				F	Chinese
Member, term exp. Sep 2015	Joanna Fong	x		x						1	Richmond				F	Chinese
Member, term exp. Feb 2017	Angela Paige Miller	x	x		x				Pedestrian, bicycling advocate	1	Inner Richmond		Stanford		F	Caucasian
<b>Japantown/Fillmore (3 seats, no vacancies)</b>																
Member, term exp. Jan 2016	Richard Hashimoto	part- time	x						Japantown Merchants Association	NA	Vallejo, CA (part-time in W. Addition)	5	Japantown		M	Japanese American
Member, term exp. Sep 2015	Benjamin Horne	x			x					5	Lower Pac Heights/ Upper Fillmore	3	Union Square/ Lower Pac Heights		M	
Member, term exp. Mar 2016	Austin Spires	x			x					5	Fillmore	6	SOMA		M	
<b>Tenderloin/Downtown (2 seats, 1 vacancy)</b>																
Member, term exp. Sep 2015	Peter Gallotta	x			x				LGBT	6	Tenderloin	6	Civic Center		M	
Applicant	Kevin Stull	x			x				Central City SRO Collaborative; Pedestrian Safety Advisory Committee	6	Tenderloin	6	Tenderloin		M	Caucasian

Member/ Applicant Status	Name	Corridor Relationship / Interest / Affiliation						Residence		Work		Self-Identified:			
		Resident	Business	Employee	Transit	Environ- ment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	Gender	Ethnicity
<b>At-Large (5 seats, no vacancies)</b>															
Member, term exp. Oct 2015	Paul Chan	x	x		x					1	Richmond	1	Richmond	M	
Member, term exp. Apr 2016	Jonathan Foerster	x			x					1	Richmond			M	
Member, term exp. Sep 2015	Jonathan Goldberg	x		x				SF Beautiful		5	Lower Pac Heights			M	Caucasian
Member, term exp. Sep 2015	Jolsna M John	x								2	Lower Pac Heights			F	South Asian
Member, term exp. Dec 2016	Winston Parsons	x			x			Pedestrian and bicycle advocate		2	Inner Richmond/ Jordan Park	6	SOMA	M	



# San Francisco County Transportation Authority Application for Membership on the Geary Corridor Bus Rapid Transit Citizens Advisory Committee

<b>Kevin</b>	<b>Stull</b>	<b>Male</b>	<b>White</b>
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	ETHNICITY (OPTIONAL)
<b>6</b>	<b>Tenderloin</b>	<b>415-378-1628</b>	<b>kstull201281@yahoo.com</b>
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
<b>459 Turk St. #108</b>	<b>San Francisco</b>	<b>CA</b>	<b>94102</b>
STREET ADDRESS OF HOME	CITY	STATE	ZIP
<b>6</b>	<b>Tenderloin</b>	<b>415-775-7110</b>	
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
<b>48 Turk St.</b>	<b>San Francisco</b>	<b>CA</b>	<b>94102</b>
STREET ADDRESS OF WORKPLACE	CITY	STATE	ZIP

**Statement of qualifications:**

I am a resident of the Tenderloin neighborhood and District 6. I am a pedestrian safety advocate working for the Central City SRO Collaborative and I also represent District 6 on the Pedestrian Safety Advisory Committee. I am also actively involved in other community issues that affect the Tenderloin neighborhood/

**Statement of objectives:**

I want to help improve the bus line running along Geary, especially the Tenderloin neighborhood, to make sure it meets the needs of all its residents, visitors and people who work in this area and that it is clean, safe and affordable for all ages.

**Please select all categories of affiliation or interest that apply to you:**

<input type="checkbox"/>	Business
<input checked="" type="checkbox"/>	Disabled
<input checked="" type="checkbox"/>	Environmental
<input type="checkbox"/>	Labor [TA CAC only]
<input checked="" type="checkbox"/>	Neighborhood
<input type="checkbox"/>	Public Policy [TA CAC only]
<input checked="" type="checkbox"/>	Senior Citizen

**What is your relationship to the project area? [Project CACs only]**

<input type="checkbox"/>	Bicycling advocate
<input type="checkbox"/>	Business owner
<input type="checkbox"/>	Environmental advocate
<input checked="" type="checkbox"/>	Pedestrian advocate
<input checked="" type="checkbox"/>	Resident
<input type="checkbox"/>	Student
<input checked="" type="checkbox"/>	Transit rider

If you work in the project area, please provide a category below that applies to you (Business Owner/Manager/Employee):

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs):

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

Kevin Stull

7/7/2015

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Name of Applicant

Submit Date



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# Memorandum

**Date:** 07.14.15 **RE:** Plans and Programs Committee  
July 21, 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 \$38,780,932 in Prop K Funds, with Conditions, and Appropriation of \$671,920 in Prop K Funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

## Summary

As summarized in Attachments 1 and 2, we have ten requests totaling \$39,452,852 in Prop K sales tax funds to present to the Plans and Programs Committee. The Transbay Joint Powers Authority (TJPA) is requesting \$14.2 million to support construction management and oversight of the Transbay Transit Center, program management and program controls, and property management of parcels owned by TJPA. The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$2 million to fund conceptual engineering and final design of near-term (Phase 1) improvements for Geary Corridor Bus Rapid Transit (BRT) and \$6.8 million for the project's conceptual engineering report (30% design), which includes a \$471,920 appropriation for our environmental review work. SFMTA is also requesting operating funds for the paratransit program; design of pedestrian safety improvements along the Lombard Street corridor (a Neighborhood Transportation Improvement Program (NTIP) project); signal upgrades and related infrastructure improvements at 32 intersections (including 10 WalkFirst locations) in the Franklin and Divisadero corridors; signal upgrades in the Van Ness Avenue corridor including SFgo intelligent transportation system communications infrastructure; and an NTIP project to construct pedestrian safety and transit stop improvements in the Potrero Hill neighborhood. We are requesting an appropriation of \$50,000 to satisfy an existing commitment to allocate to cover Caltrain and San Mateo C/CAG's planned contribution to the study since we've been unsuccessful in securing those funds and the study is nearly complete. Finally, with San Francisco Public Works' (SFPW's) support, we are requesting appropriation of \$75,000 to provide advisory support during the design phase of the 19<sup>th</sup> Avenue City Combined Project, ensuring continuity and providing technical support as the project transitions to SFPW's lead.

## BACKGROUND

We have ten requests totaling \$39,452,852 in Prop K sales tax funds to present to the Plans and Programs Committee at the July 21, 2015 meeting, for potential Board approval on July 28, 2015. As shown in Attachment 1, the requests come from the following Prop K categories:

- Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network
- Downtown Extension to Rebuilt Transbay Terminal

- Paratransit
- Visitacion Valley Watershed
- Upgrades to Major Arterials
- Traffic Calming
- Signals & Signs
- Traffic Calming
- Transportation Demand Management/Parking Management

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 Downtown Extension to Rebuilt Transbay Terminal and Paratransit, both of which are single-project categories programmed directly in the Prop K Strategic Plan.

## DISCUSSION

The purpose of this memorandum is to present ten Prop K requests totaling \$39,452,852 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 sales tax 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.

The allocations include about \$14.2 million in funds for construction management and oversight, program management and program controls, and property management of parcels owned by the Transbay Joint Powers Authority (TJPA) for the Transbay Transit Center project. At the July 9 TJPA Board meeting, staff presented an estimated cost increase of \$246.9 million over the \$1.9 billion Phase 1 budget adopted in July 2013. The increase is largely attributed to the active construction market which is limiting competition and driving up costs. The TJPA Board is anticipated to approve a revised budget and a plan to close the Phase 1 funding gap in September 2015. Additional information is provided in other items on the Committee's agenda, including the partial release of the agreement for Quitclaim of Interest (Item #4) and the major capital projects update on the Transbay Transit Center and Downtown Extension (Item #10).

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

Representatives from sponsor agencies will be in attendance at the Plans and Programs Committee meeting to answer questions.

## ALTERNATIVES

1. Recommend allocation of \$38,780,932 in Prop K funds, with conditions, and appropriation of \$671,920 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocation of \$38,780,932 in Prop K funds, with conditions, and appropriation of \$671,920 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested, with modifications.



3. Defer action, pending additional information or further staff analysis.

### **CAC POSITION**

The CAC was briefed on this item at its June 24, 2015 meeting and unanimously adopted a motion of support for the staff recommendation.

### **FINANCIAL IMPACTS**

This action would allocate \$38,780,932 and appropriate \$671,920 in Fiscal Year (FY) 2015/16 Prop K sales tax funds, with conditions, for a total of ten requests. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

The FY 2015/16 Prop K Allocation Summary (Attachment 4) shows the total approved FY 2015/16 allocations to date with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum.

Sufficient funds are included in the FY 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**

Adopt a motion of support for the allocation of \$38,780,932 in Prop K Funds, with conditions, and appropriation of \$671,920 in Prop K funds, 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 (10)

## Attachment 1: Summary of Applications Received

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Prop K Leveraging			Phase(s) Requested	District
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>			
Prop K	1	SFMTA	Geary BRT - Near-Term Improvements (Phase 1)	\$ 1,978,946		\$ 2,596,446	82%	24%	Design	1, 2, 3, 5, 6	
Prop K	1	SFMTA/SFCTA	Geary BRT - Full BRT (Phase 2)	\$ 6,791,390		\$ 47,300,472	82%	86%	Environmental, Design	1, 2, 3, 5, 6	
Prop K	5	TJPA	Transbay Transit Center - Project Management & Construction Management Oversight	\$ 14,220,000		\$ 14,794,000	86%	4% for current request; 93% for overall project	Construction	6	
Prop K	23	SFMTA	Paratransit	\$ 10,193,010		\$ 21,180,861	27%	52%	Operations	Citywide	
Prop K	27	SFCTA	Geneva/ Harney BRT Feasibility Study	\$ 50,000		\$ 803,798	68%	94%	Planning	10, 11	
Prop K	30	SFCTA	19th Ave Combined City Project	\$ 75,000		\$ 75,000	83%	0%	Design	4, 7	
Prop K	30, 38	SFMTA/SFCTA	Lombard Street US-101 Corridor [NTIP Capital]	\$ 646,586		\$ 933,286	67%	31%	Design, Construction	2	
Prop K	33	SFMTA	Franklin and Divisadero Signals Upgrade	\$ 3,162,920		\$ 4,502,080	41%	30%	Construction	2, 5	
Prop K	33	SFMTA	SFgo Van Ness Corridor Management	\$ 2,275,000		\$ 16,275,000	41%	86%	Construction	2, 3, 5, 6	
Prop K	43	SFMTA	Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP Capital]	\$ 60,000		\$ 380,108	54%	84%	Construction	10	
			<b>TOTAL</b>	<b>\$ 39,452,852</b>	<b>\$ -</b>	<b>\$ 108,841,051</b>	<b>62%</b>	<b>63%</b>			

## Attachment 1: Summary of Applications Received

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### Footnotes

- <sup>1</sup> "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2012 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).
- <sup>2</sup> Acronyms: SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); TJPA (Transbay Joint Powers Authority).
- <sup>3</sup> "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.
- <sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
1	SFMTA	Geary BRT - Near-Term Improvements (Phase 1)	\$ 1,978,946	\$ -	Prop K funds would be used for the conceptual engineering report and final design for the near-term Initial Construction Phase Geary Bus Rapid Transit improvements. Anticipated near-term improvements, which are just preliminary until a Locally Preferred Alternative is selected and environmental clearance is complete, include: colorized bus-only lanes; bus and pedestrian bulb-outs, traffic signal improvements, a road re-design and pedestrian crossing improvements in the Japantown area, right-turn pockets, and bus stop changes to improve operations. These improvements are a subset of those proposed under the full BRT project.
1	SFMTA/ SFCTA	Geary BRT - Full BRT (Phase 2)	\$ 6,791,390	\$ -	Prop K funds would be used to generate a Conceptual Engineering Report (CER) for the Phase 2 (Full) Geary Bus Rapid Transit (BRT) Project, bringing the engineering design of the project to 30%. BRT improvements include colorized bus-only lanes, new medians, new stations, pedestrian and bus bulbs, traffic signal improvements, right-turn pockets, bus stop changes to improve operations, and pedestrian crossing enhancements. The funds would provide for SFMTA and Public Works staff time to develop the 30% design, including a street survey, curb layouts, identification of related sewer and water utility work, and electrical design for signals and street lights. Funds also provide for SFCTA staff and consultant needs to complete the environmental phase.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
5	TJPA	Transbay Transit Center - Project Management & Construction Management Oversight	\$ 14,220,000	\$ -	Requested funds will be used to support Fiscal Year 2015/16 consultant services for Construction Management and Oversight (CMO) (\$7,450,000), Program Management/ Program Controls (PMPC) (\$6,750,000), and Property Management (\$20,000). CMO consultant manages the construction phase of the Transbay Transit Center. PMPC consultant assists TJPA staff in managing the full Transbay Transit Center program. Property management consultant manages TJPA-owned real properties, including 580 Howard Street.
23	SFMTA	Paratransit	\$ 10,193,010	\$ -	Prop K funds would provide 48% of the cost of the Paratransit program broker contract in Fiscal Year 2015/16. The broker contract includes procuring and managing subcontracts with paratransit service providers, monitoring service quality and client interface, administering client eligibility, managing the sale of fare instruments, and acting as the principal customer service representative on behalf of the SFMTA. The Fiscal Year 2015/16 Paratransit program budget includes operational changes to reduce passenger trip times on group vans, changes which were advocated for by Commissioner Yee and other stakeholders.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
27	SFCTA	Geneva/ Harney BRT Feasibility Study	\$ 50,000		Prop K funds would fulfill a commitment approved in November 2014 (Res. 15-17) to cover City/County Association of Government of San Mateo County's (C/CAG's) and Peninsula Corridor Joint Powers Board's (Caltrain's) contributions to the Feasibility Study. Both agencies originally committed to contributing \$25,000 each, but subsequently withdrew their financial commitment due to concerns related to another study being led by the City (Bayshore Station Study). The Study is nearing completion (e.g. final report going to the Board for approval in July). We are requesting appropriation of the funds to fully cover our costs for the study given that we were unsuccessful in securing the funds from Caltrain and C/CAG.
30	SFCTA	19th Ave Combined City Project	\$ 75,000	\$ -	SFPW has asked SFCTA staff to provide technical support (in an advisory role) during the design phase to help provide continuity to the project management team as the project transitions from the SFCTA to SFPW lead. The project will implement transit, signal, and pedestrian improvements, along with water and sewer improvements, on 19th Avenue from Lincoln Way to Holloway Avenue. SFCTA's advisory role will coincide with project design, which begins summer 2015 and is anticipated to be completed by December 2016.
30, 38	SFMTA/ SFCTA	Lombard Street US-101 Corridor [NTIP Capital]	\$ 646,586	\$ -	Requested funds are intended to match Active Transportation Program funds and will be used to design pedestrian improvements, including curb bulbouts at five intersections. \$33,000 will be used to construct new continental crosswalks and leading pedestrian interval signal timing ahead of the larger project. \$75,000 will be used for Transportation Authority project support. SFMTA and SFPW are coordinating this project with an SFPUC utility project and all work would be complete prior to a Caltrans paving project in 2018.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
33	SFMTA	Franklin and Divisadero Signals Upgrade	\$ 3,162,920	\$ -	Funds will be used to upgrade the signal infrastructure at 29 intersections on the Franklin Street corridor and 3 intersections on the Divisadero Street corridor. Ten of these intersections are WalkFirst locations. Upgrades include new or upgraded wiring, Pedestrian Countdown Signals, Accessible Pedestrian Signals pushbuttons, larger signal heads, poles and mast-arms, signal controllers at the three locations. Design was funded by Prop K and Prop AA. SFMTA will begin construction in September 2015 and all project elements will be open for use by December 2016. See the map of intersections on page 15 of the allocation request form.
33	SFMTA	SFgo Van Ness Corridor Management	\$ 2,275,000	\$ -	Sales tax funds will be used to improve traffic signal infrastructure and to enhance transit on-time performance along the Van Ness corridor, between Mission and Bay Streets. SFMTA will upgrade traffic signal equipment including new traffic signal conduits, mast arms, traffic and pedestrian signal heads, accessible pedestrian signals, transit signal priority, and install a new communications network. The project will be implemented as part of the Van Ness Corridor Transit Improvement Project (including Van Ness Bus Rapid Transit) through a Construction Manager/General Contractor contracting method with the anticipated completion date of late 2018.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
43	SFMTA	Potrero Hill Pedestrian Safety and Transit Stop Improvements [N/TIP Capital]	\$ 60,000	\$ -	Prop K funds will leverage Lifeline funds programmed by the SFCTA to improve pedestrian safety, transit access, and a sense of place by defining pedestrian bulbouts with high-impact planting barriers at five intersections in the Potrero Terrace and Annex Public Housing sites (25th at Connecticut and Texas-Dakota; 23rd at Dakota-Missouri and Arkansas, and Missouri at Watchman Way), as recommended through the Potrero Hill Neighborhood Transportation Plan (to be considered for adoption by SFCTA Board on June 23), in partnership with the Planning Department and BRIDGE Housing. Construction is anticipated to start in October and be completed by the end of this year.
<b>TOTAL</b>			<b>\$ 39,452,852</b>	<b>\$ -</b>	

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



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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
1	SFMTA	Geary BRT - Near-Term Improvements (Phase 1)	\$ 1,978,946	\$ -	<p><b>5YPP Amendment:</b> Our recommendation is contingent upon an administrative 5YPP amendment to reprogram the requested funds from the planning/conceptual engineering phase of the Geary BRT project to the detailed design phase for Phase 1.</p> <p><b>Special Conditions:</b> Reimbursement is contingent upon execution of a transition plan agreement between the SFMTA and SFCIA (anticipated July 2015).</p>
1	SFMTA/ SFCIA	Geary BRT - Full BRT (Phase 2)	\$ 6,791,390	\$ -	<p><b>Multi-phase</b> (design and environmental phases due to overlap and desire to advance design) and <b>multiple-sponsor</b> allocation/appropriation.</p> <p><b>5YPP Amendment:</b> The recommended allocation is contingent upon an administrative 5YPP amendment to reprogram \$6,319,470 from the planning/conceptual engineering phase to the Phase 2 detailed design phase and \$471,920 to the environmental review phase.</p>
5	TJPA	Transbay Transit Center - Project Management & Construction Management Oversight	\$ 14,220,000	\$ -	
23	SFMTA	Paratransit	\$ 10,193,010	\$ -	
27	SFCIA	Geneva/ Harney BRT Feasibility Study	\$ 50,000	\$ -	
30	SFCIA	19th Ave Combined City Project	\$ 75,000	\$ -	
30, 38	SFMTA/ SFCIA	Lombard Street US-101 Corridor [NTIP Capital]	\$ 646,586	\$ -	<p><b>5YPP Amendment:</b> Our recommendation is contingent on a 5YPP amendment to reprogram a total of \$171,586 from the Arterials and Commercial Corridors Track in the Traffic Calming category to Lombard Street US-101 Corridor in Fiscal Year 2015/16, and a 5YPP amendment to reprogram \$475,000 in Fiscal Year 2015/16 funds from Neighborhood Transportation Improvement Program (NTIP); Placeholder to subject project in the Other Upgrades to Major Arterials 5YPP.</p>

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
33	SFMTA	Franklin and Divisadero Signals Upgrade	\$ 3,162,920	\$ -	<b>Commitment to Allocate:</b> Approving this request would fulfill the Transportation Authority's commitment to allocate FY 15/16 Prop K funds to fully fund the construction phase of the project (Resolution 15-41).
33	SFMTA	SFgo Van Ness Corridor Management	\$ 2,275,000	\$ -	
43	SFMTA	Potrero Hill Pedestrian Safety and Transit Stop Improvements [NTIP Capital]	\$ 60,000	\$ -	
<b>TOTAL</b>			<b>\$ 39,452,852</b>	<b>\$ -</b>	

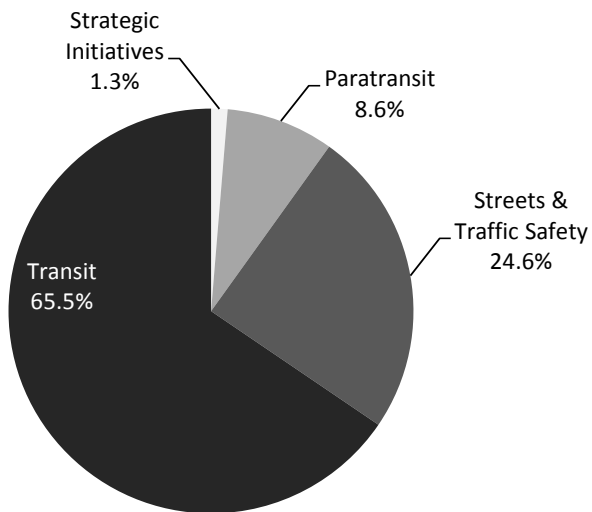
<sup>1</sup> See Attachment 1 for footnotes.

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

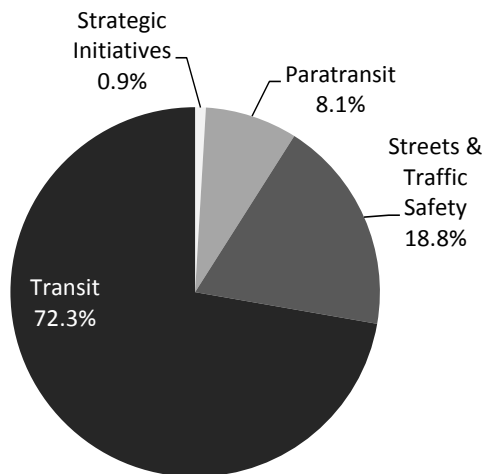
<b>PROP K SALES TAX</b>						
		<b>CASH FLOW</b>				
	<b>Total</b>	<b>FY 2015/16</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>2019/20</b>
Prior Allocations	\$ 74,245,786	\$ 55,430,543	\$ 18,815,243	\$ -	\$ -	\$ -
Current Request(s)	\$ 39,452,852	\$ 32,982,071	\$ 5,720,781	\$ 750,000	\$ -	\$ -
New Total Allocations	\$ 113,698,638	\$ 88,412,614	\$ 24,536,024	\$ 750,000	\$ -	\$ -

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**





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# Memorandum

**Date:** 07.13.15 **RE:** Plans and Programs Committee  
June 21, 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 Chinatown Neighborhood Transportation Plan Final Report

## Summary

The Chinatown Neighborhood Transportation Plan (NTP) is a community-based transportation planning study led by the Transportation Authority, in partnership with community organizations in the Chinatown neighborhood. The NTP was funded by Prop K sales tax and the Metropolitan Transportation Commission's Community-Based Transportation Planning program. The NTP focuses on strategies to improve pedestrian safety on two high pedestrian-injury corridors in Chinatown: Broadway Street between Van Ness and Columbus Avenues, and Kearny Street between Bush and Jackson Streets. On Broadway Street, the study finds that safety improvements are planned for each intersection between Van Ness Avenue and Columbus Street, and will be delivered within the next two years. The study encourages consideration of additional changes to signal timing to further enhance pedestrian safety. On Kearny Street, the study recommends immediate implementation of near-term pedestrian safety treatments at the intersection of Clay and Kearny Streets, where an elderly pedestrian was killed in June. It also recommends that the San Francisco Municipal Transportation Agency (SFMTA) identify and implement a plan for improving safety all along the corridor, which is in the top 10 percent of pedestrian high injury corridors in the city. For Kearny Street, the study recommends that SFMTA consider a series of pedestrian scrambles, a road diet, or systematic signal timing and striping treatments to eliminate pedestrian injuries and fatalities while meeting other objectives for the street including implementation of Muni Forward and the SFMTA Bicycle Strategy. Commissioner Christensen requested that we accelerate adoption of this report to address the need for urgency in implementing safety treatments on Kearny Street. We are working with her office and SFMTA to explore the possibility of Neighborhood Transportation Improvement Program funding to advance implementation of some of the study's recommendations. SFMTA staff will attend the Plans and Programs Committee meeting to discuss how existing and planned SFMTA efforts will build upon the report's recommendations.

## BACKGROUND

The Chinatown Neighborhood Transportation Plan (NTP) is a community-based transportation planning study led by the Transportation Authority, in partnership with community organizations in the Chinatown neighborhood. The NTP was funded by the Proposition K half-cent sales tax for transportation, and the Metropolitan Transportation Commission's Community-Based Transportation Planning program, which directs planning funds to low-income and minority communities to help them

build consensus on transportation issues and identify solutions to address high-priority needs. The NTP focuses on strategies to improve pedestrian safety on two high pedestrian-injury corridors in Chinatown: Broadway Street between Van Ness and Columbus Avenues, and Kearny Street between Bush and Jackson Streets.

## DISCUSSION

Community outreach conducted during the study revealed two top community objectives for improving transportation conditions in Chinatown. These included reducing traffic volumes and improving pedestrian safety on Broadway Street, and improving pedestrian safety on Kearny Street. Both Broadway and Kearny Streets are high injury corridors (HICs) designated through the city's Vision Zero initiative, which seeks to eliminate traffic fatalities in San Francisco by 2024. High injury corridors are street segments with very high concentrations of traffic related injuries and fatalities. High injury corridors make up just 12 percent of San Francisco street miles but encompass more than 70 percent of severe and fatal traffic collisions.

On Broadway Street, the study evaluates several concepts for reducing traffic volumes and improving pedestrian safety between Van Ness Avenue and Columbus Street and provides implementation recommendations. On Kearny Street, the study examines existing conditions between Bush and Jackson Streets and recommends spot intersection pedestrian safety improvements as well as several concepts for improving safety throughout the corridor.

### Broadway Street

**Existing Conditions:** Since the construction of the Robert C. Levy (Broadway) Tunnel in 1952, Broadway Street has served as a key conduit for commuter traffic from both inside San Francisco and regionally. Broadway Street east of the tunnel is also one of Chinatown's main streets, serving several schools and senior centers like the Jean Parker Elementary School and Chinatown Community Development Center's Bayside Elderly Housing.

Over the years, the community has worked to transform Broadway Street from a high-traffic arterial roadway to a more pedestrian-friendly environment that reflects the community character and promotes safety for Chinatown's large and vulnerable elderly population. Community outreach revealed that the community remains concerned about high traffic volumes on Broadway Street, and particularly concerned about the potential impacts of high traffic volumes on pedestrian safety. To address these concerns, the NTP investigated existing conditions on Broadway Street, focusing on traffic patterns and pedestrian safety; developed several concepts for meeting community goals for reduced traffic volumes on Broadway Street; and evaluated them according to an evaluation framework that included both community goals and other technical objectives developed by the study team.

**Recommendations:** The review found that each high pedestrian-injury intersection on Broadway Street between Van Ness and Columbus Avenues is already slated to receive pedestrian safety treatments within the next two years, such as high visibility crosswalks (Columbus Ave, Stockton Street, Polk St), bulbouts (Columbus Ave, Stockton St., Powell St., and Polk Street), a protected southbound left turn lane at Broadway and Van Ness Avenue, among others. The review recommends that the San Francisco Municipal Transportation Agency (SFMTA) consider implementation of additional signal timing changes such as leading pedestrian intervals along the corridor to augment benefits for pedestrian safety. It further recommends that Broadway Street be closely monitored to ensure that the planned safety treatments deliver expected reductions in pedestrian injuries and fatalities.

### Kearny Street

**Existing Conditions:** Kearny Street has the worst pedestrian safety record of any street in Chinatown. According to analysis prepared by the Department of Public Health, Kearny Street from Market to Pacific Streets is in the top ten percent of pedestrian high injury corridors citywide, ranked on the basis of severity-weighted injuries per mile. Top pedestrian safety issues on Kearny Street are high vehicle speeds, unsafe turning movements (particularly right turns), insufficient pedestrian crossing time, and unsafe pedestrian behavior. In addition to these issues, dual turn lanes at Bush and Pine streets and at the entry and exits to the Portsmouth Square garage may be reducing the visibility of pedestrians to turning vehicles.

The intersections of Kearny Street with Sacramento and Clay Streets stand out for their poor pedestrian safety records. The intersection of Kearny and Sacramento Streets has seen the most severe injuries, with one severe injury and one fatality from 2007 to 2012. Treatments to improve this intersection are already planned as part of the city's Vision Zero process. The intersection of Kearny and Clay Streets has seen the highest number of total injuries, including seven pedestrian injuries during the same period. Additionally, several community members mentioned the intersection of Kearny and Clay Streets as being of particular concern for pedestrian safety during community outreach.

**Recommendations:** To address these issues, the study recommends immediate implementation of pedestrian safety treatments at the intersection of Kearny and Clay Streets, to include:

- Leading pedestrian intervals (LPIs) on the east/west crossings (LPIs were already in place on the north and south crossings). Leading pedestrian intervals give crossing pedestrians a head start before vehicles begin to turn, and can reduce collisions involving pedestrians and turning vehicles.
- Advanced limit line at northbound Kearny Street. Advance limit lines encourage motorists to come to a full stop farther away from the marked crosswalk and can reduce the number of vehicles encroaching on the crosswalk.
- Extended red no-parking zones and a no left turn on red for eastbound Clay Street. Restricting turns on red will reduce conflicts between left-turning vehicles and crossing pedestrians.
- Improve pedestrian and vehicular circulation around the Portsmouth Square Garage in order to enhance pedestrian safety and reduce driver confusion regarding garage driveway operations.

Eliminating all severe injuries and deaths along Kearny Street, consistent with the city's Vision Zero policy, will require comprehensive corridor-wide improvements beyond the spot improvements at Clay and Sacramento Streets. To this end, SFMTA will be moving forward this summer with an analysis of all transportation modes with the goal of developing recommendations to improve conditions for all people using Kearny Street. The following three pedestrian safety improvement concepts are recommended for analysis during the next phase. These will need to be considered in conjunction with other corridor issues including slow Muni speeds and high concentrations of bicyclist injuries.

- **Pedestrian scrambles:** One concept would be to implement pedestrian scrambles at a series of intersections along the corridor, similar to how portions of Montgomery and Stockton Streets are designed today. Several community members requested pedestrian scrambles for the corridor during public outreach. Pedestrian scrambles involve creating an exclusive signal phase in which pedestrians can cross in all directions while vehicles wait. If pedestrians and vehicles understand and obey the scramble phase, the scramble can eliminate conflicts between pedestrians and turning vehicles. Scrambles can sometimes increase delay for transit and vehicles, but the amount of delay would need to be quantified with an operations analysis. Scrambles may require new signal hardware (e.g. signal poles and heads) and may trigger the need for curb ramp upgrades.

- **Road diet:** Another concept would be to remove a travel lane and repurpose the space for some other use, such as a protected bicycle lane or transit-only lane. This could improve pedestrian safety by reducing vehicle speeds due to lower vehicle throughput capacity and by reducing pedestrian exposure for pedestrians crossing the street. Depending on how the lane was repurposed, the road diet could provide a protected lane for bicyclists, improve transit performance, or enhance the pedestrian environment. Reduced capacity would likely increase delay to vehicles and transit, unless transit was provided with a protected lane or other transit priority features. The delay impacts would need to be quantified through an intersection operations analysis.
- **Systematic signal timing and striping treatments:** A final concept would be to systematically implement signal timing and striping treatments along the Kearny Street corridor including leading pedestrian intervals, retimed corridor signal progression to reduce traffic speeds, re-striped continental crosswalks, removal of dual turn lanes, and creation of temporary painted safety zones. This approach would require little to no new infrastructure and therefore could be implemented quickly at a low cost. By combining systematic implementation of leading pedestrian intervals with slowing signal progression, it would also help address two of the top contributors to pedestrian injuries on the corridor, namely conflicts between pedestrians and turning vehicles, and high vehicle speeds.

SFMTA will be analyzing these or other alternatives to determine which will best meet the agency's multiple objectives for the corridor including implementation of the Muni Forward initiative, Walkfirst, and the SFMTA Bicycle Strategy. Kearny Street is identified as a priority corridor under all three initiatives.

## ALTERNATIVES

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

## CAC POSITION

Adoption of this final report was accelerated at the request of Commissioner Christensen to address the need for urgency in implementing safety treatments on Kearny Street, particularly in light of a recent fatality at the intersection of Kearny and Clay Streets. This item has not yet been considered by the CAC but will be included on the CAC's September 2 agenda.

## FINANCIAL IMPACTS

None.

## RECOMMENDATION

Recommend adoption of the Chinatown Neighborhood Transportation Plan Final Report.

Enclosure:

1. Draft Chinatown Neighborhood Transportation Plan Final Report





# Memorandum

**Date:** 07.13.15 **RE:** Plans and Programs Committee  
July 21, 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 Geneva-Harney Bus Rapid Transit Feasibility Study Final Report

## Summary

The Geneva-Harney Bus Rapid Transit (BRT) line is a proposed rapid transit service envisioned to provide existing and future neighborhoods along the San Mateo-San Francisco County line with a bus connection to key regional transit system hubs in the Geneva-Harney Corridor, connecting Balboa Park BART/Muni Station, Bayshore Caltrain Station, Muni T-Third at Sunnysdale and Arleta, and a future transit center in Hunters Point. The Geneva-Harney BRT Feasibility Study focused on determining feasible routing and configuration options for a near-term project that heralds the long-term investment in a major new growth Corridor. This bi-county, multi-agency effort developed three near-term full-feature BRT alternatives that deliver dedicated transit lanes, transit signal priority, and pedestrian access improvements to the Geneva Corridor. Each near-term option would reduce end-to-end travel time by as much as 15 minutes over today (a 30% improvement), increase ridership by as much as 8%, and provide opportunities for improved pedestrian and bicycle facilities, all with little to no reduction in motorist delay. While this demonstrates clear options for a feasible near-term BRT project, there is a fair amount of variation on the character and impacts of alternatives, particularly in the eastern most section of the study area. As such, the study report details the factors that require more detailed design, technical analysis, stakeholder and community engagement, and interagency coordination before recommending a specific alternative for implementation. The pre-environmental phase of work is expected to begin as early as fall 2015, led by the San Francisco Municipal Transportation Agency in coordination with bi-county multi-agency partners.

## BACKGROUND

The Geneva-Harney Bus Rapid Transit Feasibility Study is the result of a bi-county planning effort along the San Francisco-San Mateo County line. It was funded by a California Department of Transportation Planning grant and the Transportation Authority's Proposition K sales tax program. The technical team, led by the Transportation Authority, was comprised of multiple city and county agencies in both San Mateo and San Francisco counties. A project community advisory committee represented residents, workers, and other interests along the bi-county corridor. The study assessed bus rapid transit feasibility 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 identify feasible near-term alternatives for further study.

## DISCUSSION

**Project Site and Existing Conditions:** The corridor of focus for this study extends from Balboa Park Bay Area Rapid Transit (BART)/ Muni Station in the west to Hunters Point Shipyard in the east, including connections to the Bayshore Caltrain Station and Muni T-Third line at Sunnydale and Arleta stations. The Study Corridor was split into three segments for planning and analysis purposes: the Western Segment runs on Geneva Avenue from Balboa Park BART to Santos Street; the Central Segment follows Geneva Avenue from Santos Street to Bayshore Boulevard; and the Eastern Segment includes Bayshore Boulevard, the neighborhood of Little Hollywood and the Brisbane Baylands redevelopment site. Geneva Avenue is a major east-west artery connecting the City of San Francisco, City of Daly City, and City of Brisbane to regional transit, US 101, and I-280. The Corridor is ethnically and socioeconomically diverse. Current land use includes lower density residential neighborhoods and several distinct neighborhood commercial districts.

While the neighborhoods on Geneva Avenue are mature and have already been built out, the Corridor is anticipated to host major new developments at the eastern and western ends. Existing transit service is provided by a host of operators, including Muni, SamTrans, BART, Caltrain, and community-based and first/last mile shuttles. While portions of the Corridor are transit rich, there remains an east-west connectivity gap, which is a primary need for this project. East-west travel demand will increase dramatically above today's levels as major new developments come online. Based on the existing conditions analysis, average transit speed by route varies widely along the Corridor demonstrating that certain segments incur significant congestion that affect operational efficiency and reliability and further the need for BRT.

**Public Outreach:** The project team based its outreach strategy on the awareness of the extensive outreach already undertaken with many community groups and leaders (including the Hunters Point Citizens Advisory Committee and its subcommittees) that asserted the need for BRT and shaped its eastern segment. Building on this, the team helped create the Geneva-Harney Bus Rapid Transit Community Advisory Committee (GHCAC), with representatives from residents in both San Francisco and San Mateo Counties. Assisted by this GHCAC, the team undertook a robust outreach effort to ensure that the community was notified about the study, that a diverse group of people participated in engagement efforts, and that public comments were incorporated into the final recommendations of the Study. Outreach efforts began in the summer of 2014 with initial stakeholder meetings. A second round of outreach was conducted in October and November 2014, and a final round of outreach was conducted in April 2015. The GHCAC presided over extensive publicly-noticed community discussions and presentations, used as a public forum, and supplemental points of community discussion were provided with the support of the Hunters Point CAC as well as through public meetings led by the project team itself. As the findings and recommendations were presented to various community residents, business, and property owners, and as facilitated through the GHCAC meetings, a consistent set of feedback and concerns were expressed which were considered within the context of this Study and will be taken into account during future stages such as the environmental review and preliminary design. Little Hollywood and Visitation Valley residents, along with many members of the GHCAC, expressed opposition to the baseline and BRT alternatives that route through Little Hollywood on Blanken and Lathrop Avenues due to concerns about bus frequency and related impacts of safety, congestion, and noise, the likelihood that the San Francisco Municipal Transportation Agency (SFMTA) would remove on-street parking to facilitate bus circulation, and the conversion of two-way streets to one-way streets.

**Previous Planning Efforts:** Geneva Avenue has been routinely identified as a high-priority transit improvement corridor in planning and policy studies by the City/County of San Francisco and partner

agencies in San Mateo County. The following studies identify Geneva-Harney BRT as an essential element of improved transit service in the area and guide the project purpose and bolster the project need: Visitacion Valley/Schlage Lock Plan (San Francisco Planning Department, 2014), Bayview Transportation Improvements Project (San Francisco Public Works, 2013), San Francisco Transportation Plan 2040 (Transportation Authority, 2013), Plan Bay Area (Metropolitan Transportation Commission, 2013), Bi-County Transportation Study (Transportation Authority, 2013), Daly City General Plan (City of Daly City, 2013), Bicycle and Pedestrian Master Plan (City of Daly City, 2013), Bayshore Intermodal Station Access Study (Transportation Authority, 2012), Candlestick Point and Hunters Point Shipyard Phase II Transportation Plan (San Francisco Redevelopment Agency (Office of Community Investment and Infrastructure) and Fehr & Peers 2010), Brisbane Baylands Specific Plan (Universal Paragon Corporation, 2011), Transit Effectiveness Project (SFMTA, 2009), Bayshore Community-Based Transportation Plan (City/County of Associated Governments, 2008), and Countywide Transportation Plan (Transportation Authority, 2004).

**Study Findings:** The Study found that the proposed Geneva-Harney Bus Rapid Transit project closes a key rapid transit gap in network. The new connection provides a 30-40% travel time reduction over today. Transit improvements lead to increased ridership (6-8% increase over the baseline), and bicycle improvements on the corridor provide a new direct connection for bicyclists. Additional findings include determination that the impact of the lane conversion on Geneva (as part of Muni Forward) are less than expected. While all BRT options are feasible, further refinement is needed before selection, particularly in the eastern segment. Substantial trade-offs between the Blanken Avenue & Beatty Avenue options include direct access to Caltrain versus direct route between east and west of corridor, better transit reliability versus a change in community roadways, substantial community concern with couplet options, the timeline for vacation or replacement of Beatty Avenue in the context of a 15-20 year investment, and the magnitude of heavy truck traffic and potential conflicts between trucks and bus rapid transit.

**Study Recommendations:** The Study developed and analyzed the near-term alternatives using an evaluation framework approved by the GHCAC. Given the variation on the character and impact of alternatives, particularly in the eastern-most section of the study area, the study report outlines the factors that will require more detailed design, technical analysis, stakeholder and community engagement, and interagency coordination before a specific alternative can be recommended for implementation.

**Table 1: Near-Term Alternatives**

	Geneva Avenue	Bayshore	Little Hollywood
<b>Alternative 1</b>	4-Lane General Purpose/Side Running BRT	4-Lane General Purpose/Side Running BRT	Blanken/Lathrop Couplet Option 1
<b>Alternative 2</b>	2-Lane General Purpose/Center Running BRT	4-Lane General Purpose/Side Running BRT	Blanken/Lathrop Couplet Option 2
<b>Alternative 3</b>	2-Lane General Purpose/Center Running BRT	4-Lane General Purpose/Side Running BRT	Beatty

**ALTERNATIVES**

1. Recommend adoption of the Geneva-Harney Bus Rapid Transit Feasibility Study Final Report, as requested.
2. Recommend adoption of the Geneva-Harney Bus Rapid Transit Feasibility Study Final Report, with modifications.
3. Defer action, pending additional information or further staff analysis.

**CAC POSITION**

None. This item was included on the CAC's June 25, 2015 agenda as an information item. The Geneva-Harney BRT CAC met on June 25 and unanimously recommended adoption of the final report.

**FINANCIAL IMPACTS**

None.

**RECOMMENDATION**

Recommend adoption of the Geneva-Harney Bus Rapid Transit Feasibility Study Final Report.

Enclosure:

1. Draft Geneva-Harney Bus Rapid Transit Feasibility Study



# Memorandum

**Date:** 07.16.15 **RE:** Plans and Programs Committee  
July 21, 2015

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

**From:** Maria Lombardo – Chief Deputy Director *mel*

**Through:** Tilly Chang – Executive Director *TC*

**Subject:** **INFORMATION** – Major Capital Projects Update – Transbay Transit Center and Downtown Extension

## Summary

The Transbay Transit Center (TTC) project, one of the signature Prop K projects, is being built in two phases: Phase 1 is the TTC building, bus ramp, and related improvements, and Phase 2 is the downtown extension of commuter rail service into the new TTC, accommodating both Caltrain and high speed trains (DTX). In 2013, the Transbay Joint Powers Authority (TJPA) conducted a full cost and schedule Risk Assessment Workshop for Phase 1. In July 2013, the TJPA Board approved a revised Phase 1 budget of \$1.899 billion, an increase of \$310.4 million over the May 2010 baseline. On July 9, 2015, the TJPA Board was briefed on an additional Phase 1 budget increase of \$246.92 million, to be approved at its September meeting. The increase is attributed to changed market conditions, complex facility design, overly optimistic cost estimates in some instances, and a competitive bidding environment, which now require replenishing project contingencies and program reserve at prudent levels. TJPA staff has proposed deferral of the offsite bus storage facility (reduces cost by \$19.5 million) and has identified \$160 million in additional revenues through the sale of land (Parcel F) originally designated for DTX (see agenda item 4 on partial release of quitclaim interest in portions of various parcels financed with Prop K funds) leaving a \$87.5 million funding gap. Possible sources to close the gap include redirecting Community Facility District revenues from Phase 2, land sales, sponsorship, and federal grants. Phase 1 construction began in November 2008 and as is about 50% complete. Bus operations at the new TTC are scheduled to commence in December 2017, reflecting a three month delay relative to the last project update in fall of 2013. DTX is essentially on hold given a significant funding shortfall, which will be larger after dealing with Phase 1 cost increases.

## BACKGROUND

Headed by the Transbay Joint Powers Authority (TJPA), the Rebuilt Transbay Terminal Program also known as the Transbay Transit Center/Caltrain Downtown Extension (TTC/DTX) consists of three interconnected elements: replacing the outmoded terminal with a modern terminal; extending Caltrain 1.3 miles from Fourth and King streets to the new TTC at First and Mission Streets, with accommodations for future high-speed rail service; and creating a new transit-friendly neighborhood with 3,000 new homes (35 percent of which will be affordable) and mixed-use commercial development. TJPA was created in April 2001 by the City and County of San Francisco, Alameda-Contra Costa Transit District (AC Transit), and the Peninsula Corridor Joint Powers Board in order to design, build, operate and maintain the project. The TTC will be the northern terminus of the California high-speed rail

corridor between San Francisco and Los Angeles. The project is being built in two phases: Phase 1 is the TTC building, bus ramp, and related improvements, and Phase 2 is the DTX. TJPA is moving forward with Phase 1, but Phase 2 is essentially on hold due to a significant funding gap.

TTC/DTX is the largest project in the Prop K Expenditure Plan, which designates up to \$270 million (in 2003 dollars) for this purpose. The Expenditure Plan specifies that the TTC and the DTX are to be built as a single integrated project. To date, the Transportation Authority has allocated \$177 million in Prop K funds to the project.

## DISCUSSION

The purpose of this memorandum is to provide the Plans and Programs Committee with a project delivery update on the TTC project, one of the signature projects of the Prop K Expenditure Plan. The total program budget is currently estimated at \$4.5 billion in year-of-expenditure dollars. In May 2010, the TJPA Board adopted a \$1.6 billion budget for Phase 1, which consists of the TTC, bus and pedestrian ramps, and the train box, which is the underground portion of the TTC building that will house the Caltrain and high-speed rail station. In July 2013, the TJPA Board approved a revised budget of \$1.899 billion for Phase 1 of the project (see Budget and Cost section for further details).

The current estimate for Phase 2 (DTX) is \$2.6 billion. Work on Phase 2 is on hold due to a significant funding gap. TJPA is exploring the feasibility of alternative project delivery options, including Public Private Partnership (P3) as a means to reduce cost and accelerate delivery of DTX. The Transportation Authority, the City and County of San Francisco, and other funding partners are working with TJPA to advance strategies to close the funding gap for Phase 2. The remainder of this memo focuses on a project status update for Phase 1.

**Budget and Cost:** In the spring of 2013, TJPA conducted a full cost and schedule Risk Assessment Workshop for Phase 1. Subsequently, on July 11, 2013, the TJPA Board approved a revised budget of \$1.899 billion for the phase, an increase of \$310.4 million over the May 2010 baseline. The increase is mostly due to more competitive market conditions, modifications necessitated by an earlier terrorism-related Risk and Vulnerability Assessment, and resetting contingencies and program reserve at prudent levels. As part of the 2013 project budget revision, TJPA worked to offset the \$310.4 million Phase 1 cost increase through value engineering, phasing, identification of funding and financing strategies, and reducing costs by re-bidding the steel superstructure. The current Phase 1 budget is shown below:

<b>Transbay Transit Center Capital Costs in Millions (as of July 2013)</b>	
Planning and Design	\$217
Construction	\$1,340
Real Estate	\$84
Other Services	\$110
Other Costs	\$55
Program Contingency	\$93
<b>Approved Baseline Budget Total</b>	<b>\$1,899</b>

As of July 9, 2015, the project has committed to \$1,141.63 million of costs against the previously authorized budget of \$1.899 billion. The breakdown of these costs is shown below:

<b>Awarded to Date (direct costs in millions)</b>	
Transit Center	\$ 877.67
Utility Relocation	\$ 20.84
Demolition Old Terminal	\$ 15.48
Temporary Terminal	\$ 20.65
Bus Ramp	\$ 56.23
<b>Subtotal Award through May 2015</b>	<b>\$ 990.87</b>
<b>Recommended for Award July 2015</b>	<b>\$ 150.76</b>
<b>Total Award through July 2015</b>	<b>\$ 1,141.63</b>

**Anticipated Phase 1 Cost Increase:** As of July 9, 2015, TJPA staff estimates \$246.9 million in additional project costs to complete Phase 1, beyond the \$1.889 billion. This is up \$21 million from the \$225 million reported during the special TJPA Board meeting held on June 19, 2015. Changes since June were informed by bids received in the interim. A breakdown of the cost increase areas are shown below:

<b>Tansbay Transit Center Funding Gap</b>	<b>In Millions</b>
Remaining TTC Construction Awards (direct cost)	
Budget	\$ 163.84
CM/GC Estimate/Known Bid Results*	\$ (303.52)
Balance	\$ (139.68)
Additional CM/GC Costs	\$ (22.42)
Soft Costs: Construction Management Oversight	\$ (26.70)
Bus Storage	\$ (3.50)
Replenishment of Construction Contingency /Program Reserve*	\$ (71.91)
Various Program Savings	\$ 17.28
<b>Total Additional Budget Need</b>	<b>\$ (246.92)</b>

\*CM/GC stands for construction manager/general contractor.

Bids received in June 2015, totaled \$303.52 million, against a budget of \$163.84 million, \$139.68 million higher than budgeted. The major components were the glass curtain wall, which was \$59.71 million against a budget of \$26.81 million, and the rooftop park, which was \$33.28 million against a \$24.5 budget. The \$59 million cost for the glass curtain wall is a reduction from the original bid after extensive negotiations. The majority of the increases were due to quantities adjustments and market conditions. In the case of the interiors, there were additional masonry walls and scaffolding associated with their installation that were previously omitted, not to mention the overly aggressive production rates assumed

in the original budget estimates (a bid cost of \$39.03 million versus \$20.86 million budget estimate). The causes for the increased bid costs over original budget estimates for some of the other packages are still under investigation.

Given the aforementioned cost increases, there has been a corresponding increase in soft costs as indicated in the table below:

Soft Costs in Millions	Budget (as of June 2015)	Revised Budget	Delta
Design	\$ 188.66	\$ 178.28	\$ 10.39
Construction Management	\$ 53.83	\$ 75.98	\$ (22.15)
Pre-Construction	\$ 31.27	\$ 31.27	\$ 0.00
Art	\$ 2.00	\$ 2.00	\$ 0.00
ROW	\$ 77.68	\$ 77.68	\$ 0.00
PMPC*	\$ 101.45	\$ 101.45	\$ 0.00
Admin/Legal/Financial/etc.	\$ 124.65	\$ 122.29	\$ 2.36
<b>Total</b>	<b>\$ 579.53</b>	<b>\$ 588.94</b>	<b>\$ (9.41)</b>

\*PMPC stands for program management/program controls.

**Funding:** Attachments 1 and 2 show detailed funding plans for Phase 1 and Phase 2 respectively. Below is a summary of Phase 1 funding sources:

<b>Transbay Transit Center (Phase 1) Anticipated Funding Sources in Millions (as of July 2015)*</b>	
<b>Local:</b>	
	Land Sales (\$510)
	Transit Center District (Mello-Roos)(\$199)
	Prop K sales tax (\$139)
	Other (\$53)
	<b>\$901</b>
<b>Regional:</b>	
	Regional Measures 1 & 2 (bridge tolls) (\$197)
	AB1171 (bridge tolls)(\$150)
	<b>\$347</b>
<b>State:</b>	
	Regional Improvement Program (SFCTA) (\$10)
	<b>\$10</b>
<b>Federal:</b>	
	ARRA (\$400)
	TIFIA Loan (\$171)
	FTA Grants (\$62)
	OneBayArea Grant (\$6)
	FRA Rail relocation (\$3)
	<b>\$642</b>

\*See Attachments 1 and 2 for fund source acronyms. TIFIA loan to be repaid with tax increment from Transbay redevelopment area.

During the last project budget revision in 2013, TJPA identified \$110.3 million in additional funding that left an estimated \$200.1 million funding gap between the revised budget and committed funds in 2013. To close this funding gap, TJPA secured a \$171 million loan through the Transportation Infrastructure Finance and Investment Act (TIFIA) for the implementation of the Transbay Transit Center. This loan



is anticipated to be received in late 2015 or early 2016. To ensure the project construction stayed on schedule prior to receiving the TIFIA loan disbursement, TJPA negotiated and closed on an interim bridge financing with Goldman Sachs Bank USA and Wells Fargo Securities LLC (Goldman Sachs) in January 2015. This bridge loan was secured based on the anticipated sales of several real estate parcels within and near the project area, such as Blocks 4 and 5.

TJPA staff has been working with the City and other funding partners, including the Transportation Authority, on a strategy to close the anticipated additional funding gap. Thus far, that strategy includes additional land sales (including Parcel F), scope deferral, and seeking additional funds (e.g. sponsorship, discretionary grants, more funding from the existing community facilities district). TJPA anticipates presenting a revised Phase 1 budget and funding plan to its Board for approval on September 10, 2015. Over the next month, TJPA will be able to obtain more information on costs for several bid packages not yet awarded and will continue to refine a strategy to close the estimated project funding shortfall with project partners. Below is the proposed funding gap mitigation plan as of July 9, 2015:

<b>Transbay Transit Center</b>	<b>Millions of Dollars</b>
Current Budget	\$1,899.4
Current Estimate (30% Risk Level)	\$2,146.3
<b>Amount of Additional Budget Needed</b>	<b>\$246.9</b>
<b>Scope Deferral</b>	
Bus Storage	(\$19.5)
Revised Additional Budget Needed	\$227.5
<b>Revised Budget Total</b>	<b>\$2,126.9</b>
<b>Phase 1 Funding</b>	
Current Budget (fully funded)	\$1,899.4
Timing of CFD availability during Phase 1	(\$20.0)
Parcel F minimum bid price	\$160.0
<b>Total Funding</b>	<b>\$2,039.4</b>
Revised Additional Budget (30% Risk Level budget )(mitigated)	\$2,126.9
<b>Remaining Funding Need/Shortfall</b>	<b>\$87.5</b>

As part of the proposed budget revision, TJPA staff recommended the deferral of the construction of the bus storage facility for the Alameda-Contra Costa Transit District (AC Transit) until funding is available. However, deferral of this segment of the project will increase operational costs for AC Transit in the short term and may reduce its ability to respond to operational emergencies, such as BART closures. Furthermore, the bus storage bid packet includes an access ramp that is needed by Amtrak buses to reach the terminal. If this scope deferral is not approved, it will increase the funding gap by another \$19.5 million.

The City established the CFD in January 2015, which was a significant funding milestone for the TTC. The CFD designates 82.6% of revenues for the TTC project. Current projections put this amount at \$667 million, of which \$200 million is currently slated for Phase 1 and the remainder for Phase 2. Timing of when the City can leverage the CFD revenues (based on development schedule), means that some sort of financing will be required as the TTC will be completed before the bulk of the CFD revenues are expected to be available. TJPA, the City and Transportation Authority staff are working to address this issue and help TJPA close the funding gap.

TJPA is also working on developing a community benefit district (CBD) which will help fund the

maintenance of the 5.4 acre roof top park (estimated at \$1.9 million a year) and other street and facilities within the Rincon Hill and Transbay center neighborhood. This will require positive support for a ballot measure. TJPA staff will bring a resolution of formation to the Board of Supervisors later in July for its consideration.

**Schedule:** Bus operations at the new Transit Center are scheduled to commence in late 2017. As of July 9, 2015, Phase 1 construction is 50% complete. A list of major upcoming milestones for the project is shown below.

<b>Major Project Milestones</b>	
Complete Below Grade Concrete / Train Box	September 2015
Complete Steel Superstructure	June 2016
Complete Above Grade Concrete	September 2016
Connect Bus Ramps to Transit Center	June 2016
Complete Exterior Curtain Wall	September 2016
Complete Finish Interiors	December 2016
Begin Bus Operations	December 2017

In September 2007, the TJPA Board selected the Pelli Clarke Pelli Architects team to design the new landmark TTC. Design work on the TTC is complete, including the design of the value engineering efforts identified during the 2013 budget update.

Phase 1 construction commenced in November 2008 with the construction of the temporary terminal, where bus service started in August 2010. Demolition of the old terminal was completed in January 2011, and Balfour Beatty Construction commenced work on the \$187 million excavation and shoring contract in March 2011. This contract is now complete. Shimmick Construction started work in October 2012 on the \$112 million below-grade construction contract, where work began with micropiles, grounding, waterproofing, and mat slab. In July 2013, TJPA gave Notice-to-Proceed to Skanska USA for the \$189 million steel superstructure package. Work on both of these contracts is well underway. TJPA awarded the construction of the new bus ramp project to Shimmick in 2014 for a total cost of \$56.2 million.

Other construction activities that will begin between July and September 2015 include:

- Metal Ceiling Construction (\$28.30 M)
- Topping Slabs/ Bus Crash Railing / Expansion Joints (\$27.68 M)
- Civil Site work at grade including landscaping (\$16.77 M)
- Interiors and Finishes (\$39.03 M)
- Roof Park Landscape (\$33.28 M)
- Glazing packages (\$59.71 M)
- Exterior Awning Construction (\$35.26 M)

Of the total 1,557,866 labor hours on the project since construction began, nearly 20% have been performed by San Francisco residents, and over 66% by the bay area locals, the highest percentage commuting from the East Bay (38% from Alameda, Contra Costa and Solano counties). The project expects to add over 180 additional laborers to their current staffing of nearly 300 in the next six months. The worker safety record on the project has been excellent considering the number of workers and contractors working simultaneously in the same physical area; there have been only two recordable

incidents from January through June of 2015.

The remaining construction work to be awarded includes:

- Glass Floors (\$10 M)
- Metal Column Covers (\$6.5 M)
- IT Network (\$20.01M)
- Roof Top Mechanical / Electrical / Plumbing (\$13.50 M)
- Art Work (\$2.18M)

**DBE/SBE Program:** A summary of the project's disadvantaged business enterprise (DBE) goals compared to actual participation by contract is included below.

<b>Small and Disadvantaged Business (SBE/DBE) Utilization</b>					
<b>Overall DBE and SBE Participation</b>	<b>DBE Goal</b>	<b>DBE Awarded</b>	<b>SBE Awarded</b>	<b>DBE Payments</b>	<b>SBE Payments</b>
Life of the Program (Since 2004)	n/a	10%	21%	\$73,741,600	\$171,108,100
Federal Fiscal Years October 2013–September 2016	14.8%	4%	21%	\$24,484,700	\$41,749,000

**Challenges:** As mentioned above, the Phase 1 budget has about a \$247 million funding gap. TJPA has developed a strategy to remedy some of the gap by delaying the construction of the bus storage facility and securing additional funds from land sales as well as a larger portion of the CFD, leaving a funding gap of \$87 million. If the TJPA Board does not approve deferral of the bus storage facility, this will increase the funding gap by \$19.5 million. While sufficient CFD funds are committed to the overall TTC/DTX program to help cover the estimated remaining funding shortfall, timing of the CFD funds for the project has to consider the needs of other Transbay District improvement (e.g. streetscape improvements) slated for CFD funds that also need to be in place when the TTC opens. In addition, increasing CFD funds for Phase 1 would directly reduce CFD funds currently assigned to Phase 2 (DTX). Further, some financing will be required given the anticipated schedule for when the City could leverage CFD bond revenues. TJPA has ongoing efforts to secure additional funding commitments (e.g. discretionary grants, sponsorship), but the Phase 1 funding gap has particular time sensitivity since evidence of full funding for Phase 1 is a prerequisite for disbursement of the TIFIA loan.

At its last board meeting on July 9, 2015, the TJPA Board directed staff to identify and pursue opportunities to reduce project costs and secure additional funds to meet the project's proposed revised budget, closing the funding gap. The project has already faced many challenges associated with complex design, limited access to staging and construction areas, and working in a very congested neighborhood. Since the majority of the bid packages have been either advertised or awarded, any effort to reduce project scope will lead to additional project delays and associated costs.

We will continue to work closely with TJPA, the City, and other funding partners to support delivery of both Phase 1 and Phase 2. The current funding situation for Phase 2 calls for TJPA and its funding partners to re-evaluate the project, to develop a strategy to move the project forward, considering compatibility with current and proposed land use plans; updated project scope, schedule and cost; alternatives for project delivery methods; and funding strategy so that Caltrain and High-Speed Rail services can be extended to the new TTC.

**ALTERNATIVES**

None. This is an information item.

**CAC POSITION**

None. This is an information item.

**FINANCIAL IMPACTS**

None. This is an information item.

**RECOMMENDATION**

None. This is an information item.

Attachment:

1. Transbay Transit Center Funding Plan, Updated June 2015

Attachment 1  
Downtown Extension to a Rebuilt Transbay Transit Center Funding Plan  
Updated July 2015

Phase 1: Transbay Transit Center

Source <sup>2</sup>	Type	Status	Project Phases <sup>1</sup>				Total by Status	TOTAL <sup>3</sup>
			PE/ENV	PS&E	ROW	CON		
ARRA	Federal	Allocated	\$0	\$70,000,000	\$0	\$330,000,000	\$400,000,000	\$400,000,000
		Programmed	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0		
FRA Rail Relocation	Federal	Allocated	\$0	\$0	\$0	\$2,650,000	\$2,650,000	\$2,650,000
		Programmed	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0		
FTA Grants	Federal	Allocated	\$19,626,000	\$2,500,000	\$0	\$40,264,000	\$62,390,000	\$62,390,000
		Programmed	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0		
FEMA Grants	Federal	Allocated	\$0	\$100,000	\$0	\$0	\$100,000	\$100,000
		Programmed	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0		
OneBayArea Grant	Federal	Allocated	\$0	\$0	\$0	\$0	\$0	\$6,000,000
		Programmed	\$0	\$0	\$0	\$6,000,000		
		Planned	\$0	\$0	\$0	\$0		
TIFIA Loan <sup>3</sup>	Federal	Allocated	\$0	\$0	\$0	\$171,000,000	\$171,000,000	\$171,000,000
		Programmed	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0		
AB 1171	State	Allocated	\$0	\$67,400,000	\$0	\$80,276,000	\$147,676,000	\$150,000,000
		Programmed	\$0	\$2,324,000	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0		
Regional Measure 1	State	Allocated	\$6,600,000	\$0	\$0	\$47,800,000	\$54,400,000	\$54,400,000
		Programmed	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0		
Regional Measure 2	State	Allocated	\$40,930,443	\$15,243,327	\$52,745,000	\$31,722,000	\$140,640,770	\$143,016,443
		Programmed	\$0	\$2,375,673	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0		
RIP-SF	State	Allocated	\$0	\$6,762,000	\$3,391,000	\$0	\$10,153,000	\$10,153,000
		Programmed	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0		
AC Transit	Local	Allocated	\$0	\$3,398,000	\$0	\$6,445,000	\$9,843,000	\$39,552,000
		Programmed	\$0	\$0	\$0	\$29,709,000		
		Planned	\$0	\$0	\$0	\$0		
Land Sales	Local	Allocated	\$0	\$0	\$0	\$222,456,476	\$222,456,476	\$510,000,000
		Programmed	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$287,543,524		
Other Local <sup>4</sup>	Local	Allocated	\$2,306,000	\$643,000	\$37,000	\$5,673,000	\$8,659,000	\$8,659,000
		Programmed	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0		
Prop K	Local	Allocated	\$26,693,901	\$19,050,000	\$23,665,283	\$53,799,616	\$123,208,800	\$139,344,474
		Programmed	\$0	\$5,826,000	\$0	\$10,309,674		
		Planned	\$0	\$0	\$0	\$0		
SMCTA	Local	Allocated	\$4,497,000	\$0	\$0	\$0	\$4,497,000	\$4,497,000
		Programmed	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0		
Transit Center District Plan Revenues <sup>5</sup>	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$198,500,000
		Programmed	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$198,500,000		
<b>Totals</b>		<b>Allocated</b>	<b>\$100,653,344</b>	<b>\$184,996,327</b>	<b>\$79,838,283</b>	<b>\$992,086,092</b>	<b>\$1,357,574,046</b>	<b>\$1,900,161,917</b>
		<b>Programmed</b>	<b>\$0</b>	<b>\$10,525,673</b>	<b>\$0</b>	<b>\$46,018,674</b>	<b>\$56,544,347</b>	
		<b>Planned</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$486,043,524</b>	<b>\$486,043,524</b>	
			<b>\$100,653,344</b>	<b>\$195,522,000</b>	<b>\$79,838,283</b>	<b>\$1,524,148,290</b>	<b>\$1,900,161,917</b>	

<sup>1</sup> Acronyms used for project phases include: PE/ENV - Preliminary Engineering/Environmental Documentation, PS&E - Plans, Specifications & Estimates or Final Design, ROW - Right of Way, CON - Construction.

<sup>2</sup> Acronyms used in this column include: AB - Assembly Bill, ARRA - American Recovery and Reinvestment Act, FRA - Federal Railroad Administration, FTA - Federal Transit Administration, RIP - Regional Improvement Program, TJPA - Transbay Joint Powers Authority, SMCTA - San Mateo County Transportation Authority, and TIFIA - Transportation Infrastructure Finance and Innovation Act

<sup>3</sup> On July 11, 2013, the TJPA approved a revised budget of \$1.899 billion, an increase of \$310.4 million over the May 2010 baseline.

<sup>4</sup> The majority source of repayment for the TIFIA loan is tax increment. Passenger facility charges from AC Transit also represent a portion of the pledged revenues.

<sup>5</sup> Other Local includes proceeds from the sale of Transferable Development Rights (TDRs) associated with 80 Natoma, as well as income from leasing out the various properties TJPA acquired before they were needed for construction. This also includes a small amount of interest earnings.

<sup>6</sup> The Transit Center District Plan includes impact fees and formation of a Community Facilities District (CFD) to provide project funding. TJPA anticipates that the San Francisco Board of Supervisors will approve the legislation to form the CFD by the end of calendar year 2014.

**Downtown Extension to a Rebuilt Transbay Transit Center Funding Plan**  
Updated August 2014

**Phase 2: Downtown Extension**

Source <sup>2</sup>	Type	Status	Project Phases <sup>1</sup>				Total by Status	TOTAL <sup>3</sup>
			PE/ENV	PS&E	ROW	CON		
TIFIA Loan	Federal	Allocated	\$0	\$0	\$0	\$0	\$0	\$134,241,101
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$134,241,101	\$134,241,101	
Alternatives Analysis Grant	Federal	Allocated	\$1,240,000	\$0	\$0	\$0	\$1,240,000	\$1,240,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Regional Measure 2	State	Allocated	\$6,983,557	\$0	\$0	\$0	\$6,983,557	\$6,983,557
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Land Sales	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$80,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$80,000,000	\$80,000,000	
SMCTA	State	Allocated	\$0	\$0	\$18,862,415	\$0	\$18,862,415	\$18,862,415
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$0	\$0	
Prop K <sup>6</sup>	Local	Allocated	\$20,028,809	\$1,519,000	\$29,000,000	\$0	\$50,547,809	\$83,332,880
		Programmed	\$0	\$0	\$0	\$30,161,173	\$30,161,173	
		Planned	\$0	\$2,623,898	\$0	\$0	\$2,623,898	
RIP-SF <sup>4</sup>	State	Allocated	\$0	\$0	\$0	\$0	\$0	\$17,800,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$17,800,000	\$17,800,000	
New Starts	Federal	Allocated	\$0	\$0	\$0	\$0	\$0	\$650,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$650,000,000	\$650,000,000	
New Bridge Tolls	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$300,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$300,000,000	\$300,000,000	
High Speed Rail	Federal or State	Allocated	\$0	\$0	\$0	\$0	\$0	\$557,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$557,000,000	\$557,000,000	
Sales Tax Extension / Other Local	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$350,000,000
		Programmed	\$0	\$0	\$0	\$0	\$0	
		Planned	\$0	\$0	\$0	\$350,000,000	\$350,000,000	
Joint Development <sup>5</sup>	Local	Allocated	\$0	\$0	\$0	\$0	\$0	\$396,157,102
		Programmed	\$0	\$55,238,102	\$154,126,640	\$186,792,360	\$396,157,102	
		Planned	\$0	\$0	\$0	\$0	\$0	
Other Local <sup>4</sup>	Totals	Allocated	\$28,252,366	\$1,519,000	\$47,862,415	\$0	\$77,633,781	\$2,598,240,953
		Programmed	\$0	\$57,862,000	\$154,126,640	\$216,953,533	\$428,942,173	
		Planned	\$0	\$2,623,898	\$0	\$2,089,041,101	\$2,091,664,999	
			\$28,252,366	\$62,004,898	\$201,989,055	\$2,305,994,634	\$2,598,240,953	

<sup>1</sup> Acronyms used for project phases include: PE/ENV - Preliminary Engineering/Environmental Documentation, PS&E - Plans, Specifications & Estimates or Final Design, ROW - Right of Way, CON - Construction.

<sup>2</sup> Acronyms used in this column include: RIP - Regional Improvement Program, SMCTA - San Mateo County Transportation Authority, and TIFIA - Transportation Infrastructure Finance and Innovation Act

<sup>3</sup> Phase 2 budget based on Plan Bay Area Transportation Investment Strategy. Planned revenues subject to change.

<sup>4</sup> In November 2005, through Resolution 06-30, the Transportation Authority committed to prioritizing its RIP funds to four major capital projects, including the Downtown Extension to a Rebuilt Transbay Terminal. This commitment stems from the 2001 Regional Transportation Plan. In March 2012, through Resolution 12-44, the Transportation Authority Board made the Central Subway the second priority for future RIP funds and repayment of the MTC STP/CMAQ advance (i.e. by programming \$34 million in RIP funds to a project or projects of MTC's choice) the third priority. No priority order had been assigned to the remaining two projects, which includes the subject project and Caltrain Electrification.

<sup>5</sup> The amount of Joint Development in the Plan Bay Area Transportation Investment Strategy is \$100 million. As the formation of a Mello-Roos Community Facilities District moves forward, updated projections show that DTX can expect a much higher amount. Funding plan includes corresponding reduction in TIFIA and Land Sales; previous Land Sales projection had been a pre-2008 recession projection.

<sup>6</sup> Allocation of funds for the \$2.6 million in Prop K funds for the design phase will require a Strategic Plan policy exception to allow Phase 2 funds to be used for the design phase instead of the construction phase. Given that there is limited funding currently available to the project, we are recommending programming about \$2.6 million for ongoing project support in Fiscal Years 2015/16 and 2016/17.