



AGENDA

PLANS AND PROGRAMS COMMITTEE Meeting Notice

Date: Tuesday, September 15, 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

1. **Roll Call**
2. **Citizens Advisory Committee Report – INFORMATION***
3. **Approve the Minutes of the July 21, 2015 Meeting – ACTION***
4. **Recommend Appointment of Five Members to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee – ACTION***

The Transportation Authority has a 13-member Geary Corridor Bus Rapid Transit (BRT) Citizens Advisory Committee (GCAC). There are five vacant seats on the GCAC: one to represent the Richmond District, one to represent the Japantown/Fillmore area, one to represent the Tenderloin/Downtown area, and two at-large seats. The vacancies are due to the term expirations of five members. Four members whose terms are expiring are seeking reappointment. One at-large member is not. After issuing notices seeking applicants to the GCAC over the past year, we have received applications from 27 additional candidates. Staff provides information on applicants but does not make recommendations on GCAC appointments. Attachment 1 contains a summary table with information about current and prospective GCAC members, showing neighborhood of residence, neighborhood of employment, affiliation, and other information provided by the applicants.

5. **Recommend Allocation of \$9,878,876 in Prop K funds, with Conditions, and Appropriation of \$120,800 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION***

As summarized in Attachments 1 and 2, we have fourteen requests totaling \$9,999,676 in Prop K sales tax funds to present to the Plans and Programs Committee. The Peninsula Corridor Joint Powers Board (PCJPB or Caltrain) has requested \$5 million for San Francisco's Fiscal Year (FY) 2015/16 member contribution to the Caltrain capital budget for state of good repair projects, including new train departure monitors at the 4th and King Station and the design phase for the retrofit or replacement of the Marin Street and Napoleon Avenue bridges. The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$2 million for its share of settlement costs associated with the 4th Street Bridge Seismic Retrofit and Rehabilitation Project (Segment A of the Third Street Light Rail project), as well as \$100,000 for the District 3 Neighborhood Transportation Improvement Program planning project to increase safety, access, and connectivity along Kearny and Montgomery streets. San Francisco Public Works is requesting \$738,000 to procure street repair and cleaning equipment, and with the Transportation Authority, is requesting \$2 million to acquire the right of way and perform archaeological investigation of the future site of the Quint-Jerrold Connector Road. We are also requesting \$45,800 to leverage over \$900,000 in federal grant and Bay

Area Rapid Transit (BART) funds to pilot an innovative program aimed at mitigating rush hour congestion on BART by incentivizing riders to shift their travel to the shoulders of the peak period. Finally, San Francisco Environment is requesting \$80,000 to administer and conduct outreach to San Francisco employers on the Commuter Benefits Ordinance. Fully funding Caltrain and SFMTA's 4th Street Bridge Settlement requests requires Prop K Strategic Plan amendments and corresponding 5-Year Prioritization Program amendments to advance funding from later fiscal years to FY 15/16.

6. Plan Bay Area 2040: San Francisco Call for Projects and Draft Goals and Objectives – INFORMATION*

In May, we issued a call for projects for San Francisco project priorities for Plan Bay Area 2040 (PBA 2040), the Regional Transportation Plan/Sustainable Communities Strategy led by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments. PBA is the region's blueprint for transportation investment through 2040. Projects seeking federal funding or a federal action before 2021 must be included in PBA as a stand-alone project or be consistent with a programmatic category. Large capacity-changing or regionally significant projects that trigger air quality conformity analyses must be individually listed in PBA. Concurrent with our call for projects, MTC is undertaking similar processes for transit, local roads, and state highway state of good repair needs and for multi-county or regionally significant projects. Together these efforts create the universe of projects that will be considered for inclusion in PBA. MTC has given us an initial discretionary county budget of \$8.4 billion. Ultimately, we will need to meet a lower financially constrained budget. Even at the inflated initial target, San Francisco's needs exceed projected available funds; thus, we must work closely with project sponsors to ensure priority for those projects that need to be in PBA 2040 to avoid delay. The overall PBA process also includes opportunities to shape regional policies, fund programs, and new revenue advocacy. Our draft goals and objectives for PBA 2040 are shown in Attachment 1. Attachment 2 includes our preliminary draft list of existing and new project recommendations as well as a draft list of regional projects of interest to San Francisco. This information item represents an opportunity for the Plans and Programs Committee and public to provide input into the list of projects. The final list will be considered for action by the Committee at its October 20 meeting.

7. Update on One Bay Area Grant Program Cycle 1 Projects – INFORMATION*

In May 2012, the Metropolitan Transportation Commission (MTC) adopted the One Bay Area Grant Program (OBAG) Cycle 1 framework to guide programming of federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds to better integrate the region's federal transportation program with California's climate law and its Sustainable Communities Strategy (SCS). One of the many programs funded in the OBAG framework is the County CMA Block Grant Program that allows Congestion Management Agencies (CMAs) to fund eligible projects with the intent of supporting the SCS, particularly by prioritizing funding for projects that support Priority Development Areas (see map in Attachment 1). In June 2013, the Transportation Authority Board programmed \$35 million in OBAG Cycle 1 County CMA Program funds to seven projects that were competitively selected based on multiple criteria, such as project readiness, multi-modal benefits, safety, and community support. Attachment 2 provides a project delivery update on San Francisco's OBAG Cycle 1 projects. Approximately half of the projects are proceeding with construction on schedule or with a relatively minor delay. The others are experiencing six to nine months in delay due to a longer-than-anticipated California Department of Transportation approval process, complicated environmental review, utility coordination, and/or unanticipated scope changes. We are evaluating the performance of Cycle 1 projects to inform our strategy for OBAG Cycle 2. Next month, we will present MTC's proposed OBAG Cycle 2 framework to the Plans and Programs Committee and seek input on the framework and the types of projects that we should prioritize in Cycle 2. MTC currently anticipates adopting the Cycle 2 framework in November.

8. 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.

9. Public Comment

10. Adjournment

* Additional materials

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