



AGENDA

PLANS AND PROGRAMS COMMITTEE Meeting Notice

Date: Tuesday, October 20, 2015; 10:00 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 September 15, 2015 Meeting – ACTION*	13
4.	Recommend Adopting San Francisco’s Project Priorities for the 2016 Regional Transportation Improvement Program – ACTION*	17

As Congestion Management Agency (CMA) for San Francisco, every two years the Transportation Authority is responsible for establishing project priorities for San Francisco’s county share funds from the State Transportation Improvement Program (STIP), subject to approval by the Metropolitan Transportation Commission (MTC) through its Regional Transportation Improvement Program (RTIP) process. Due to reduced revenues from fuel taxes, as well as the lack of an adequately funded multi-year federal transportation bill, the fund estimate for the 2016 STIP leaves no new programming capacity for CMAs. Still, CMAs must submit carryover projects and any associated changes from the 2014 STIP to MTC. As shown in Attachment 2, we recommend reprogramming \$1.91 million from the San Francisco Public Works’ (SFPW’s) Broadway Chinatown IV streetscape project to its Lombard US-101 Corridor Improvement project since delays in STIP programming forced SFPW to use local funds to keep the Chinatown project on schedule. We also recommend carrying forward (essentially reconfirming) \$207,000 and \$1.114 million in existing Planning, Programming and Monitoring funds for MTC and the Transportation Authority, respectively.

5.	Update on One Bay Area Grant Program Cycle 2 Proposal – INFORMATION*	23
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The Metropolitan Transportation Commission’s (MTC’s) One Bay Area Grant (OBAG) program directs federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program funding to projects and programs that support the transportation and land use goals of Plan Bay Area, the region’s Regional Transportation Plan/Sustainable Communities Strategy. OBAG is comprised of regional programs administered by MTC and local formula-based programs administered by the Congestion Management Agencies (CMAs), e.g. the Transportation Authority for San Francisco. MTC adopted the OBAG Cycle 1 framework in May 2012. Since we are nearing the end of the 5-year program MTC recently released a draft proposal for how to distribute OBAG Cycle 2 funds for Fiscal Years 2017/18 – 2021/22 (see Attachment 1). The current proposal would maintain the structure of the OBAG Cycle 1 program, adjust program shares to reflect a lower revenue estimate, and make other revisions. We propose to continue our strong support for the overall OBAG program, and for the following

Cycle 2-specific points, we propose to: 1) support additional incentives for producing (vs. planning for) housing, in particular affordable housing as proposed by MTC staff; 2) support efforts to use OBAG to address displacement issues in a meaningful way; and 3) ask MTC to take a more transparent and inclusive approach for its regional operations programs, in particular freeway-related programs. These objectives are consistent with our draft Plan Bay Area advocacy goals and objectives, which are the subject of a separate item on the Plans and Programs Committee agenda. We will continue to work with our partner agencies, other San Francisco stakeholders, Bay Area CMAs, and MTC staff to advance our OBAG advocacy as MTC works to refine its proposal through its intended adoption in November 2015.

End of Consent Calendar

6. **Recommend Appointment of One Member to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee – ACTION*** 37

The Transportation Authority has a 13-member Geary Corridor Bus Rapid Transit (BRT) Citizens Advisory Committee (GCAC). There is one vacant seat on the GCAC for a representative of at-large interests. The vacancy is due to the term expiration of Paul Chan, who is seeking reappointment. After issuing notices seeking applicants to the GCAC over the past year, we have received applications from 26 candidates. Any applicant may be appointed to fill an at-large seat. 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 Allocating \$4,085,233 in Prop K funds, with Conditions, and Appropriating \$54,225 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION*** 45

As summarized in Attachments 1 and 2, we have five requests totaling \$4,139,458 in Prop K sales tax funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested \$135,000 for pre-environmental phase analysis of a potential alignment for the Geneva-Harney Bus Rapid Transit project through the Recology property between US-101/Alanna Way and Tunnel Avenue. SFMTA is also requesting \$80,000 to continue its youth bicycle safety education classes at nine middle and high schools during the 2015-16 school year; and \$193,000 for the design of up to 1,200 bicycle wayfinding signs to be installed citywide on the bicycle network. San Francisco Public Works is requesting \$3,677,233 to pave approximately 31 blocks of Ingalls and Industrial Streets, including sidewalk and curb repairs and curb ramps. We are requesting \$54,225 to leverage a Kaiser HEAL Zone grant and contributions from several community based organizations for a van sharing pilot program in the Bayview Hunters Point neighborhood, as recommended in the Transportation Authority's BVHP Mobility Solutions Study (adopted in 2013).

8. **Recommend Approving San Francisco's Advocacy Goals and Objectives and Project List for Plan Bay Area 2040 – ACTION*** 57

In May, we issued a call for projects for San Francisco project priorities for Plan Bay Area 2040 (PBA 2040), 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 listed in PBA as individual projects. 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 projects from multi-county project sponsors such as BART. Together these efforts create the universe of projects that will be considered for inclusion in PBA. MTC has given us an initial local discretionary county budget of \$8.4 billion to assign to projects and programmatic categories but 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; therefore we have worked 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. In September, the Board reviewed a draft list of projects and draft goals and objectives. We have incorporated feedback from the Citizens Advisory Committee and Board and have worked with project sponsors to revise the draft project list, assign local discretionary funding, and determine our proposed requests for regional discretionary funding. We propose submitting the projects and

funding assignments in Attachments 3 through 5 to MTC for consideration for inclusion in PBA 2040.

9. Recommend Adopting the Transportation Demand Management Partnership Project Final Report Factsheets – ACTION* **83**

For the past three years, the Transportation Authority, in partnership with the San Francisco Planning Department, the San Francisco Municipal Transportation Agency, and the San Francisco Department of Environment, has led the Transportation Demand Management (TDM) Partnership Project, funded by a grant from the Metropolitan Transportation Commission, the Transportation Fund for Clean Air, and the Prop K half cent sales tax for transportation. The project's main goals are to test pilot new methods of engaging with private sector employers around sustainable transportation and to improve the City and County of San Francisco's capacity for delivering TDM programs in a coordinated manner. The project is now complete and the Transportation Authority has produced a series of factsheets summarizing the findings and recommendations from each of four focus areas: voluntary employer collaborations; employer parking management; a commuter shuttle pilot program; and a coordinated TDM Strategy. The employer collaborations focused primarily on using information, incentives, and technical assistance to support employers in pursuing sustainable transportation initiatives, and are informing next steps for employer-focused TDM programs. The project also resulted in an inter-agency TDM Strategy that identifies shared goals and priority activities for the coming five years to support a coordinated and effective approach to TDM among San Francisco's TDM Partnership Project agencies.

10. Major Capital Projects Update – Van Ness Avenue Bus Rapid Transit Project – INFORMATION* **103**

The Van Ness Avenue Bus Rapid Transit (BRT) Project comprises a package of transit improvements along a two-mile corridor of Van Ness Avenue between Mission and Lombard Streets, including dedicated bus lanes, consolidated transit stops, and pedestrian safety enhancements. The Transportation Authority completed environmental review for the project in December 2013 and at that time transferred project lead to the San Francisco Municipal Transportation Agency (SFMTA). SFMTA began final design in May 2014 and reached 100% design in September 2015. SFMTA utilized the Construction Manager-General Contractor (CMGC) project delivery method as opposed to traditional design-bid-build, and awarded the contract for pre-construction services to Walsh Construction in July 2015. SFMTA also received Phase 2 approval from the San Francisco Arts Commission Civic Design Review in July 2015, retiring a significant project risk. Cost of the core BRT project is now estimated at \$162.8 million and a total of \$250 million when separate but related projects are included. SFMTA is currently finalizing several interagency agreements and remaining approvals, while the CMGC is conducting review of the design package, which may result in design changes that improve the value, constructability, and/or sequencing of the work. Under current assumptions, construction would begin in early 2016 and revenue service would begin in early 2019.

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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Plans and Programs Committee Meeting Agenda

Clerk of the Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability.

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, 7, 9, 19, 21, 47, and 49. For more information about MUNI accessible services, call (415) 701-4485.

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

September 30, 2015 SPECIAL 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, Brian Larkin, John Larson, Santiago Lerma, John Morrison, Peter Tannen, Chris Waddling and Wells Whitney. Transportation Authority staff members present were Eric Cordoba, Amber Crabbe, Ryan Greene-Roesel, Seon Joo Kim, Anna Laforte, Maria Lombardo, Bob Masys, Mike Pickford and Chad Rathmann.

2. Chair's Report – INFORMATION

Chair Waddling said that a CAC member had requested Item 6 be removed from the Consent Calendar and considered separately, and that Item 12 would be heard following the Consent Calendar and Item 14 would be moved up to group all the action items. He said that at the prior Plans and Programs Committee, Commissioner Christensen moved to amend the Prop K Grouped item to remove the allocation of funds to the Kearny Street Multimodal Implementation Plan in order to further develop details of the project. Chair Waddling said that CAC members recently went on a tour of the Yerba Buena Island I-80 Interchange Improvement project and that he thought members would benefit from future tours of projects. He also reported that Raymon Smith had resigned from the CAC and that women and people of color were encouraged to apply for the vacated seat.

There was no public comment.

Consent Calendar

3. Approve the Minutes of the September 2, 2015 Meeting – ACTION
4. State and Federal Legislative Update – INFORMATION
5. Adopt a Motion of Support for the Award of a Three-Year Consultant Contract, with an Option to Extend for Two Additional One-Year Periods, to Smith, Watts and Hartmann in an Amount Not to Exceed \$135,000 for State Legislative Advocacy Services, and Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION
7. Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with AECOM Technical Services, Inc. by \$1,000,000, to a Total Amount Not to Exceed \$16,935,000, to Complete Design Support Services for the I-80/Yerba Buena Island Ramps Improvement Project and to Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION
8. Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$1,350,000, to a Total Amount Not to

Exceed \$7,650,000, to Complete Construction Support Services for the I-80/Yerba Buena Island Ramps Improvement Project and to Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION

9. Adopt a Motion of Support for the Adoption of San Francisco’s Project Priorities for the 2016 Regional Transportation Improvement Program – ACTION

Chair Waddling requested that Item 6 be removed from the consent calendar and considered separately.

There was no public comment on the Consent Calendar.

Wells Whitney moved to approve the Consent Calendar, seconded by Brian Larkin.

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

Ayes: CAC Members Ablog, Larkin, Larson, Lerma, Morrison, Tannen, Waddling and Whitney

End of Consent Calendar

6. Adopt a Motion of Support to Execute Cooperative Agreement No. 04-2582 with the California Department of Transportation for the I-280 Interchange Modifications at Balboa Park in a Total Amount Not to Exceed \$150,000, and to Authorize the Executive Director to Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions – ACTION

During public comment, Aaron Goodman said that the overall impacts of the project on the corridor needed to be considered in more detail because traffic was already backing up onto the freeway.

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

The item was approved by the following vote:

Ayes: CAC Members Larkin, Larson, Morrison, Tannen, Waddling and Whitney

Abstentions: CAC Members Ablog and Lerma

10. Adopt a Motion of Support for Approval of the San Francisco Advocacy Goals and Objectives and Project List for Plan Bay Area 2040 – ACTION

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

Brian Larkin asked if Geary light rail was included and he asked for an explanation of programmatic categories. Ms. Crabbe replied that programmatic categories included projects that would not need to be modelled either because they would not be ready for construction before 2021 or because they result in no capacity changes that could be modeled (e.g. most state of good repair projects). She explained that including the full project cost for a rail project would take up a large portion of San Francisco’s expected discretionary funding, while including planning funds would allow the project to move forward without taking funding that could be used for projects that would reach construction sooner and need to be included in this cycle of Plan Bay Area. Mr. Larkin asked for clarification that Geary light rail would not be preempted and could seek federal funding. Ms. Crabbe said that was correct. Ms. Lombardo added that Geary light rail was included as a potential project in the description of one for the Rail Capacity Long Term Planning and Conceptual Design project (project 50 in Attachment 3

to the memo).

Wells Whitney asked about the amount of regional funding that was anticipated to augment San Francisco's \$8.4 billion anticipated local discretionary amount and how projects were ranked in the plan. Ms. Crabbe replied that ideally all of San Francisco's projects would get into Plan Bay Area 2040 with no further prioritizing. She explained that if San Francisco wasn't successful in getting enough regional funds designated in the plan, staff would seek to trim programmatic categories and projects, rather than cutting projects out entirely. She said that Attachment 2 for the item had a breakdown of anticipated local versus regional discretionary amounts for each project entry and that the total request was \$1.3 billion in regional discretionary funds. Ms. Lombardo added that the figures in Attachment 2 do not include state of good repair funding, which is being accounted for through a separate process led by the Metropolitan Transportation Commission. She also noted that the regional transportation doesn't prioritize local projects and that the place where that happens is at the local level in the San Francisco Transportation Plan update.

Peter Tannen asked what the lane configuration would be for the Harney Way project entry and whether all 8 lanes were really needed given plans for bus rapid transit. Rachel Alonso, Transportation Finance Analyst with San Francisco Public Works, replied that the project included two lanes for bus rapid transit and six lanes for mixed traffic, though the ultimate configuration could change.

During public comment, Aaron Goodman said that it was important to focus on equity and that District 10 needed improved transit access. He said that light rail should be built on Geneva Avenue as soon as possible. He commented that most of the transit projects in the 2013 Plan Bay Area list were downtown and that the southeast and west sectors of San Francisco also needed transit. He mentioned 19th Avenue and connections to Daly City BART as important projects.

Ed Mason said that studies related to I-280 and the railyard should consider the long-term operational costs for Caltrain.

Chair Waddling said that he would be meeting with Susan Gygi with the San Francisco Planning Department next week to discuss when she could present details of the Railyard Alternatives study to the CAC. He said that proposals to move the railyard south were extremely concerning to him and posed environmental justice concerns.

Wells Whitney moved to approve this item, seconded by Brian Larkin.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Morrison, Tannen, Waddling and Whitney

Abstentions: CAC Member Lerma

11. Adopt a Motion of Support for the Allocation of \$4,085,233 in Prop K funds, with Conditions, and Appropriation of \$54,225 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Chad Rathmann, Senior Transportation Planner, presented the item per the staff memorandum.

Santiago Lerma asked how large the signs included in the Bicycle Wayfinding Signs project would be. Mr. Rathmann replied that the example sign exhibit provided by the San Francisco Municipal Transportation Agency (SFMTA) in the enclosure for the item was 24" x 30".

Mr. Lerma asked if the hours of operation for the Bayview Moves pilot project were too late considering the proposed regular operating hours of 9 a.m. to 9 p.m. Anna LaForte, Deputy Director for Policy and Programming, replied that the vans would also be available on-demand as part of the pilot project.

Peter Tannen asked for additional information on the YBike organization. Matt Dove, YBike Presidio Director, responded that the program was based at the Presidio Community YMCA and had been providing bicycle education in San Francisco in 2004 and first piloted education in schools in 2008. He added that YBike's instructors were League of American Bicyclists-certified League Cycling Instructors and that the program reached thousands of students per year.

Mr. Tannen asked if the \$10,000 was for environmental clearance for the Bicycle Wayfinding Signs project and if the clearance would result in a categorical exemption. He also asked what constituted the average cost per sign of \$1,000.

Ms. LaForte responded that the need for environmental clearance of the signage was because some locations would necessitate digging to install new sign poles.

Craig Raphael, Transportation Planner at SFMTA, responded that the cost per sign included staff time to design the signs and decide specific corridor and intersection locations on the bicycle network, as well as install the signage.

Chair Waddling asked for the size of the current sign. Mr. Raphael responded that they were relatively small. Mr. Waddling stated that the new larger signage may lead to clutter and be harder to read for people on bicycles. Mr. Raphael responded that SFMTA could test that issue during the project's pilot.

Mr. Tannen noted that multiple existing signs could be replaced with a single new sign, pointing to an example in the presentation.

Mr. Waddling noted that YBike may be teaching cycling skills to youth who have no means to buy a bicycle for their own use based on how schools are selected for the youth bicycle education. He asked if the program therefore taught students that were less likely to have a personal bicycle. Mr. Dove responded that YBike did try to match up low incomes families with organizations that could help them purchase a bike.

John Morrison asked why 29-Sunset Muni service was cut given the need for increased transit options on Geneva Avenue as evidenced by the bus rapid transit (BRT) project. Ms. LaForte responded that Transportation Authority staff would follow up with SFMTA and provide a response.

John Larson asked if Daly City's concerns over Geneva-Harney BRT included more than parking and traffic. Mr. Rathmann confirmed that those two issues were the concerns.

Mr. Larson asked if the Beatty alternative was the route through the Recology campus. Maria Lombardo, Chief Deputy Director, confirmed that it was.

Brian Larkin asked for more detail on the Geneva-Harney BRT draft environmental impact report schedule. Kenya Wheeler, Senior Environmental Planner at SFMTA, stated that the Geneva-Harney BRT project was in a pre-environmental study phase, which included scope for future environmental clearance and additional outreach. Mr. Wheeler noted upcoming coordination with Muni Forward, including public input on design, and that the project's goals were to speed up transit and make transit more reliable. Mr. Wheeler added that there would be a meeting on the Bayshore Intermodal project at Recology on October 13. Mr. Wheeler added

that SFMTA was currently refining the schedule and noted that service was set to begin operations in 2021. He added that SFMTA's goal was to start the one- to two-year environmental phase in summer 2016. Mr. Larkin noted that the schedule seemed aggressive based on past BRT projects in San Francisco.

During public comment, Aaron Goodman noted the Balboa Park Citizens Advisory Committee's support for Prop K. He also voiced his support for projects that supported walking, and noted that the paths adjacent to the Alemany Market would provide a good place to pilot bicycle and pedestrian wayfinding and improved pedestrian facilities as a way to contribute to Vision Zero goals. Mr. Goodman also expressed support for shuttles projects like Bayview Moves in increasing mobility for residents and added that this could improve mobility in India Basin; light rail vehicles on the Geneva Corridor given that bus vehicles could become congested at Balboa Park – and questioned whether they would be able to access the station); and adequate access to future development at Candlestick. Mr. Waddling noted that the Transportation Authority was undertaking the Neighborhood Transportation Improvement Project Program Alemany Interchange Improvement Study and asked that wayfinding signage be included in that planning effort.

Ed Mason stated that consideration for senior pedestrians and bicycle rules of the road should be included in bicycle education.

Myla Ablog moved to approve this item, seconded by John Larson.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Lerma, Morrison, Tannen, Waddling and Whitney

12. **Update on Cost Review of Transbay Transit Center and Downtown Extension – INFORMATION**

Luis Zurinaga, Consultant, presented the item per the staff memorandum.

Peter Tannen asked how enforceable the recommendations of the cost review were. Mr. Zurinaga replied that they were just recommendations, but that they carried the weight of the project's funding partners. Maria Lombardo, Chief Deputy Director, added that separate from the cost review, the same funding partners were developing a funding and financing plan for the project.

Wells Whitney asked who was on the board of the Transbay Joint Powers Authority. Mr. Zurinaga replied that members were Greg Harper (Alameda-Contra Costa Transit District), Jane Kim (Board of Supervisors), Edward Reiskin (SFMTA), Mohammed Nuru (SFPW, appointed by the Mayor), and Marian Lee (Caltrain).

Chair Waddling said that it seemed like there had been a lot of opportunity for these cost overruns not to have happened. Mr. Zurinaga said that a big concern was that many potential sources of funding that were used to make up for the cost increases were originally set aside for Phase II of the project. Mr. Waddling asked if anyone was investigating possible malfeasance related to the cost overruns. Mr. Zurinaga replied not at this time, but that the cost review findings did indicate errors and omissions in the cost estimates.

Brian Larkin asked for more information on why TJPA had set up its Contract Manager/General Contractor delivery method atypically. Mr. Zurinaga replied that as a result of requirements by the Department of Homeland Security, significant redesign was required, which contributed to delays in the project and that TJPA decided to put project components

out to bid as soon as they became ready, rather than waiting for a more complete picture of the overall cost.

John Larson asked what the cost review report for Phase II of the project would say and said that he was concerned we could end up with just a fancy bus station. Mr. Zurinaga replied that the first meeting on that cost review had just happened that morning. Ms. Lombardo added that the Railyard Alternatives study, led by the San Francisco Planning Department, was looking at different alignments for the train tunnel and different construction methodologies, noting that the latter could provide some cost savings as well as other advantages.

Santiago Lerma asked at what point the project would run out of funds. Mr. Zurinaga replied that all but one component of the project had been put out to bid, so the cost estimates at this point were solid.

There was no public comment.

13. Major Capital Projects Update – Van Ness Avenue Bus Rapid Transit Project – INFORMATION

Bob Masys, Senior Transportation Engineer, presented the item per the staff memorandum.

John Larson asked what the contingency on the project was. Mr. Masys replied that the contingency was determined from a risk-based analysis, and stands at about 30% of the cost estimate, which was robust for a project at this stage of design.

Santiago Lerma asked whether the chosen trees were appropriate for the street. Mr. Masys said there had been an extensive selection process that considered urban survivability, maintenance concerns, and aesthetics such as height and form.

Wells Whitney asked about left turns on Van Ness Avenue. Mr. Masys said that left turns would remain only at Lombard Street going northbound and Broadway going southbound. He said the limits on left turns supported maintenance of through traffic flow, similar to the way were used on 19th Avenue.

Chair Waddling asked how many left turns were being eliminated. Mr. Masys replied all but one in each direction.

During public comment, Aaron Goodman stated the bus rapid transit lanes should be extended all the way to the Excelsior area. He also stated that he supported buses with doors on both sides in order to have central platforms.

Ed Mason said that trees must be regulated and maintained so as not to interfere with or collapse onto trolley wires.

14. Adopt a Motion of Support for the Adoption of the Transportation Demand Management Partnership Project Final Report Factsheets – ACTION

Ryan Greene-Roesel, Senior Transportation Planner, presented the item per the staff memorandum.

Chair Waddling asked about the timeline for the evaluation of the Commuter Shuttles Pilot Program. Ms. Greene-Roesel responded that a draft evaluation was in progress, and that she would follow up with San Francisco Municipal Transportation Agency (SFMTA) staff to confirm the schedule and request a presentation for the CAC.

During public comment, Ed Mason voiced several concerns regarding shuttles in his neighborhood, noting violations such as shuttles operating or getting stuck on steep hills, using Muni stops without a permit (including the stop on 25th and Castro Street), and improperly

using weight-restricted streets. He said that the vehicles were too large and caused backups and traffic congestion since passengers did not off-board promptly and were restricted to a single door.

Aaron Goodman expressed concern that San Francisco State University had not adequately funded measures to manage the impacts of campus enrollment increases. He also noted concerns with the availability of public transportation to the Stern Grove music festival and stated that the Transportation Impact Development Fee should be higher to ensure funding of transportation needs resulting from new growth.

Santiago Lerma mentioned that he had also observed many shuttles continuing to use Muni stops without a permit, and that he often saw traffic backup behind an illegally parked Bauer shuttle in front of his office on Sutter Street between Van Ness Avenue and Polk Street.

Mr. Waddling indicated that he would like to see SFMTA's evaluation of the Shuttle Pilot Program and said that from his perspective, the pilot program had not been a success.

John Morrison moved to approve this item, seconded by Wells Whitney.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Lerma, Morrison, Tannen, Waddling and Whitney

15. Update on One Bay Area Grant Program Cycle 2 Proposal – INFORMATION

Given time constraints, Chair Waddling continued Item 15 to the October 28 CAC meeting.

16. Introduction of New Business – INFORMATION

Chair Waddling said that given the significant development plans in the southeast and southwest of the city and the many transit planning efforts underway, he wanted a more comprehensive picture of how it all fit together. He requested that staff arrange for a presentation focused on the long range transit planning going on in the southeast and southwest sectors in San Francisco, how they are being coordinated, and how they relate to land use changes.

There was no public comment.

17. Public Comment

There was no public comment.

18. Adjournment

The meeting was adjourned at 8:06 p.m.



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DRAFT MINUTES

PLANS AND PROGRAMS COMMITTEE

Tuesday, September 15, 2015

1. Roll Call

Chair Tang called the meeting to order at 10:37 a.m. The following members were:

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

Absent at Roll Call: Commissioners Breed (entered during Item 3) and Farrell (entered during Item 4) (2)

2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee (CAC), reported that at its September 2 meeting, the CAC considered and unanimously passed Item 5 from the agenda. He said the CAC was excited about the BART travel incentives program but that they thought a possible problem in implementation could be users not wanting to share data. Mr. Waddling said another allocation in Item 5, the Quint Street Bridge replacement, was of special concern to District 10 and the community. He said the special conditions in the allocation raised concerns that the project would not be implemented, but that staff had assured him that was not the case and that the conditions were for the City to have security around the funding. Mr. Waddling said that the project was expected to move forward and that Quint Street would be closed for the bridge replacement in the near future.

During public comment, Andrew Yip spoke about the length of time to plan projects.

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

There was no public comment.

The Minutes were approved without objection by the following vote:

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

Absent: Commissioner Farrell (1)

4. Recommend Appointment of Five Members to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee – ACTION

Colin Dentel-Post, Transportation Planner, presented the item per the staff memorandum.

Cyndi Bakir, Peter Gallotta, and Benjamin Horne spoke to their interests and qualifications in being appointed to the Geary Corridor Bus Rapid Transit (BRT) CAC.

During public comment, Andrew Yip spoke about the qualifications of the applicants.

Commissioner Breed moved to recommend reappointment of Joanna Fong, Benjamin Horne, Peter Gallotta, and Jolsna John.

Commissioner Farrell commented that he supported reappointing the current members for continuity, and for the remaining at-large seat he supported Elliott Talbot who was a regular transit rider and advocate who would bring a great perspective to the project.

Commissioner Christensen commented that she also supported reappointing the current members, and for the remaining at-large seat she supported Kate Lazarus who was a frequent transit rider that lived in the Richmond area.

Commissioner Yee asked whether the current members seeking reappointment had regularly attended the meetings. Mr. Dentel-Post responded that they had all regularly attended, participated, and offered significant contributions to the project.

Commissioner Yee commented that he would also support the incumbents. He added that he appreciated candidates who attended the Plans and Programs Committee meeting to show their willingness to serve and that he supported Cyndi Bakir for the remaining at-large seat.

Chair Tang said she would also support reappointing the current members.

Commissioner Breed stated that she would also support Cyndi Bakir for the remaining at-large seat.

Commissioner Farrell clarified that candidates who were eligible for neighborhood seats, such as Cyndi Bakir, were also eligible for the at-large seats. He agreed with giving preference to candidates who attended the Committee meeting and that he supported Cyndi Bakir for the remaining at-large seat.

Commissioner Christensen seconded Commissioner Breed's motion to reappoint the four incumbents.

Commissioner Yee moved to recommend appointment of Ms. Bakir to the remaining at-large seat, seconded by Commissioner Breed.

The motion to recommend appointment of Cyndi Bakir, Joanna Fong, Peter Gallotta, Benjamin Horne, and Jolsna John was approved without objection by the following vote:

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

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

Chad Rathmann, Senior Transportation Planner, and Ryan Greene-Roesel, Senior Transportation Planner, presented the item per the staff memorandum.

Chair Tang asked for staff to elaborate on concerns related to the Quint-Jerrold Connector Road project that were raised at the September 2 Citizens Advisory Committee (CAC), as detailed by Chris Waddling, Chair of the CAC, during Item 2.

Anna LaForte, Deputy Director for Policy and Programming, responded that the concerns were in regard to what would happen to the Prop K sales tax funds if escrow failed to close or if the project failed to move forward. Ms. LaForte noted that if escrow failed to close, the Prop K sales tax funds would return to the Transportation Authority, and that if the project were not to move forward after two years after escrow closed, the Transportation Authority would ask the City to sell the property. Ms LaForte said if that was the case, the amount of funds returned

would be the lesser of either the original purchase price or the sale price, less the cost of maintaining the property up to the time of sale.

Chair Tang asked how the Commuter Benefits Ordinance Employer Outreach project was evaluated in terms of effectiveness.

Krute Singa, Senior Clean Transportation Program Coordinator at the San Francisco Department of the Environment, responded that participation had risen to approximately 80 percent compliance.

Chair Tang asked what the City was doing to achieve a better compliance rate.

Ms. Singa responded that the City was focused on providing outreach through direct consultations with businesses and promoting the ordinance through business associations. She added that the City's participation had increased in part because of joint outreach with the Healthcare Security Ordinance, which had the same threshold of employees for mandatory employer participation as the Commuter Benefits Ordinance, as well as joint outreach through the Bay Area regional commuter benefits program.

Chair Tang asked for confirmation as to whether this was the final year of Prop K funding for the Commuter Benefits Ordinance Employer Outreach program. Ms. Singa confirmed that it was the final year.

Chair Tang asked what the incentives for the San Francisco BART Travel Incentive Program project were likely to be. Ms. Greene-Roesel responded that the likely options would either be Clipper Card value or cash. She noted that in Singapore the incentive was transit card value, but that Singapore's transit cards were much more flexible and could be used for more than just travel expenses. She stated that incentive options would be tested with surveys as part of the project, and that higher value prizes would also be examined through surveys.

During public comment, Andrew Yip spoke about advances in technology.

The item was approved without objection by the following vote:

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

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

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

Commissioner Christensen commented that she was pleased to see a placeholder to allow the Rail Capacity Study move forward and that the extension of the Central Subway project was included as one of the projects under consideration in the Study.

During public comment, Andrew Yip spoke about economic progress.

The item was approved without objection by the following vote:

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

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

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

Commissioner Yee asked for clarification regarding the total amount of \$38.8 million listed in the presentation, and also regarding the Safe Routes to School funding.

Ms. Crabbe responded that \$35.3 million of the One Bay Area Grant funds went to projects, but that the remaining portion went to oversight and planning work by the Transportation Authority. She said the \$2.5 million programmed for Safe Routes to School went to two projects and the remaining \$1.2 million was a component of the Chinatown Broadway Streetscape project.

Commissioner Yee asked for confirmation that the Transportation Authority's planning funds were 10% of Cycle 1. Ms. Crabbe clarified the amount was under 8%.

Chair Tang commented that she recognized that neighborhoods in the West Side were not included in the priority development areas and so funding for Cycle 1 projects went primarily towards other areas of the City, but that she looked forward to finding ways to leverage some of the Cycle 2 funding to bring improvements to West Side neighborhoods.

During public comment, Andrew Yip spoke on Broadway intersections.

8. Introduction of New Items – INFORMATION

There was no public comment.

9. Public Comment

There was no public comment.

10. Adjournment

The meeting was adjourned at 11:40 a.m.



Memorandum

Date: 10.13.15 **RE:** Plans and Programs Committee
October 20, 2015

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

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

Through: Tilly Chang – Executive Director *TJC*

Subject: **ACTION** – Recommend Adopting San Francisco’s Project Priorities for the 2016 Regional Transportation Improvement Program

Summary

As Congestion Management Agency (CMA) for San Francisco, every two years the Transportation Authority is responsible for establishing project priorities for San Francisco’s county share funds from the State Transportation Improvement Program (STIP), subject to approval by the Metropolitan Transportation Commission (MTC) through its Regional Transportation Improvement Program (RTIP) process. Due to reduced revenues from fuel taxes, as well as the lack of an adequately funded multi-year federal transportation bill, the fund estimate for the 2016 STIP leaves no new programming capacity for CMAs. Still, CMAs must submit carryover projects and any associated changes from the 2014 STIP to MTC. As shown in Attachment 2, we recommend reprogramming \$1.91 million from the San Francisco Public Works’ (SFPW’s) Broadway Chinatown IV streetscape project to its Lombard US-101 Corridor Improvement project since delays in STIP programming forced SFPW to use local funds to keep the Chinatown project on schedule. We also recommend carrying forward (essentially reconfirming) \$207,000 and \$1.114 million in existing Planning, Programming and Monitoring funds for MTC and the Transportation Authority, respectively.

BACKGROUND

Every two years, the California Transportation Commission (CTC) adopts the State Transportation Improvement Program (STIP), a five-year program of projects for a number of state and federal transportation fund sources. While the overall STIP must be approved by the CTC, priorities for approximately 75% of the programming capacity are set by regional transportation planning agencies such as the Metropolitan Transportation Commission (MTC) for the Bay Area, and the remaining 25% is established by the state. The Regional Transportation Improvement Program (RTIP) is MTC’s submittal to the state, which is merged with other regions’ RTIPs and additional CTC priorities to become the STIP. As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for establishing San Francisco’s project priorities for the RTIP. Attachment 1 shows the Transportation Authority’s Board-adopted list of San Francisco’s RTIP priorities, with a total remaining commitment of about \$147 million for four projects: Central Subway (first priority, \$75.5 million), payback to MTC of an advance for Presidio Parkway (second priority, \$34.0 million) Caltrain

Electrification (\$20 million), and Caltrain Downtown Extension to a Rebuilt Transbay Terminal (\$17.9 million).

No New Programming for Locals: The STIP used to be a significant, although highly variable source of state funds for highways, local streets and roads, transit rehabilitation and expansion projects, and pedestrian and bicycle projects. In recent cycles, the biennial STIP programming cycles have experienced a drastic reduction in available funding[†] due primarily to reduced revenues from fuel taxes, but also to the lack of an adequately funded multi-year federal transportation bill. Given that this year's fund estimate is only \$46 million statewide (vs. \$1.3 billion in 2014 STIP), CTC is making no funds available for CMAs. In accordance with MTC's 2016 RTIP Policies and Procedures, CMAs must still submit their carryover programming and any associated changes from the 2014 STIP to MTC.

DISCUSSION

The purpose of this memorandum is to present our recommendation for reprogramming \$1.91 million in the Regional Improvement Program (RIP) funds (the project-specific portion of the STIP funds) from the Broadway IV streetscape project to the Lombard Street US-101 Corridor project and recommend adoption of San Francisco's project priorities for the 2016 RTIP as shown in Attachment 2.

Need to Reprogram \$1.91 Million from Chinatown Broadway IV Streetscape Project: As part of the Cycle 1 OneBayArea Grant (OBAG) County Program, MTC had assigned \$1.91 million in STIP Transportation Enhancement funds to San Francisco Public Works' (SFPW's) Chinatown Broadway IV streetscape project in Fiscal Year (FY) 2014/15, to be programmed through the 2014 STIP¹. However, due to the lack of funding capacity in earlier years of the 2014 STIP period, CTC delayed the programming year to FY 2016/17. In order to keep the Chinatown Broadway IV streetscape project on schedule, we worked with the San Francisco Municipal Transportation Agency (SFMTA) and MTC to swap the STIP funds with SFMTA's revenue bonds, and committed to reprogram the STIP funds to another San Francisco project as part of the 2016 STIP.

Lombard Street US-101 Corridor Project: Per the fund swap explained above, we are proposing to reprogram \$1.91 million from the Chinatown Broadway IV streetscape project to a project identified by SFMTA and SFPW: the Lombard Street US-101 Corridor project. The proposed project supports the Vision Zero policy by improving safety of the 1.1 miles stretch of a high injury corridor along Lombard Street between Van Ness Avenue and Richardson Avenue. This project is also the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) project for District 2. Proposed improvements include curb extensions (pedestrian and transit bulb-outs), daylighting at intersections, signal timing improvements, advance stop bars and high visibility curb crosswalks. SFMTA and SFPW are coordinating this project with the San Francisco Public Utilities Commission and the California Department of Transportation (Caltrans) and plan to complete the project prior to a Caltrans paving project in 2018. SFPW is the city's project lead.

The estimated total cost of the project is \$7.7 million. The Transportation Authority Board has already allocated \$646,586 in Prop K sales tax funds for design and early implementation construction. SFPW submitted an application for \$3.8 million in Active Transportation Program (ATP) funds to the state and MTC. The state application was unsuccessful, but yesterday MTC's Programming and Allocations Committee recommended \$1.9 million (due to a very competitive call for projects) while placing the Lombard project first in line on the wait list to receive any freed-up funds should other projects drop

¹ The State subsequently eliminated Transportation Enhancement funds from the STIP and reclassified the remaining Transportation Enhancements programming as Regional Improvement Program funds.

out or have cost savings. With the addition of the ATP funds and the proposed RTIP funds, the project will have a \$2 million funding gap. SFPW and SFMTA are currently considering other local funds, such as SFMTA's Prop A bond or the Transportation Authority's Prop AA vehicle registration fee funds, for which we plan to release a competitive call for projects later this month to reprogram over \$1.1 million in de-obligated funds.

The project is in the design phase, and needs to obtain both state and federal environmental clearance. The current project schedule calls for advertising the construction contract in fall 2016. This means that SFPW currently anticipates needing to allocate the STIP funds in FY 2016/17, the first year of the 2016 STIP cycle. Unfortunately, the CTC is expected to push projects out to the later years of the STIP (FY 2019/20 or FY 2020/21), since the earlier-year funds are already overcommitted. Therefore, we are working with SFPW, MTC, and CTC staff to identify alternatives that will still allow the project to move forward, such as getting CTC approval of an AB3090, which would allow the City to spend local funds on the project and get reimburse later when the STIP funds become available.

SFPW and SFMTA are committed to delivering the Lombard project prior to the planned Caltrans repaving project. Given all the uncertainties noted above and the tight timeline, we are working closely to support SFPW and SFMTA's efforts to develop an overall strategy for project delivery that includes a variety of contingency plans to mitigate some of the risks, such as identifying an alternative fund source.

Planning, Programming and Monitoring Funds: State statutes allow regional transportation agencies (e.g. MTC) and CMAs to use up to 5% of the county's RTIP share for PPM activities such as project delivery oversight, development of RTIPs and project study reports, and providing assistance to project sponsors with timely use of funds deadlines. Planning, Programming, and Monitoring funds for both MTC and San Francisco, as shown on Attachment 2, are carryover from the 2014 STIP. We are asking the CTC to re-confirm the existing programming, as required.

Next Steps: We will submit to MTC the draft listing of 2016 RTIP priorities by MTC's October 14 deadline. Following approval by the Transportation Authority Board, we will work with SFPW to provide MTC with the required documentation to support the proposed programming by its November 4 deadline. MTC staff will work with CMAs, Caltrans and project sponsors to develop a RTIP submittal and forward it to the CTC by December 15. We will continue to work with MTC and SFPW to advocate for CTC's approval of our 2016 RTIP recommendations as proposed.

ALTERNATIVES

1. Recommend adopting San Francisco's project priorities for the 2016 RTIP, as requested.
2. Recommend adopting San Francisco's project priorities for the 2016 RTIP, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC considered this item at its September 30 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

Approval of San Francisco's project priorities for the 2016 RTIP would not impact the Transportation Authority's adopted Fiscal Year 2015/16 budget. The proposed reconfirmation of existing Planning, Programming, and Monitoring fund programming in FY 2016/17 and FY 2017/18 would be

incorporated into future year budgets.

RECOMMENDATION

Recommend adopting San Francisco's project priorities for the 2016 RTIP.

Attachments (2):

1. San Francisco's Remaining RIP Commitments
2. Proposed 2016 RTIP Programming Priorities

**Remaining Regional Improvement Program (RIP) Commitments
(Resolution 14-25, Approved 10.22.13)**

Remaining RIP Commitments			
Project	RIP Commitment	Allocated or Programmed RIP Funds	Remaining RIP Commitment
Presidio Parkway ¹	\$84,101,000	\$84,101,000	\$0
Central Subway ²	\$92,000,000	\$16,498,000	\$75,502,000
MTC STP/CMAQ Advance for Presidio Parkway ³	\$34,000,000	\$0	\$34,000,000
Caltrain Downtown Extension to a New Transbay Transit Center	\$28,000,000	\$10,153,000	\$17,847,000
Caltrain Electrification	\$24,000,000	\$4,000,000	\$20,000,000
Total	\$262,101,000	\$114,752,000	\$147,349,000

¹The RIP commitment to Presidio Parkway, the highest RIP priority project, has been completed with adoption of the 2012 State Transportation Improvement Program.

²With completion of the RIP commitment to Presidio Parkway, Central Subway is now the highest priority for future RIP funds.

³Acronyms include the Metropolitan Transportation Commission (MTC), Surface Transportation Program (STP), and Congestion Mitigation and Air Quality (CMAQ). Through Resolution 12-44, the Authority accepted MTC's proposed advance of \$34 million in STP/CMAQ funds for Presidio Parkway to be repaid with future county share RIP funds. Repayment of the advance, i.e. by programming \$34 million in RIP funds to a project or projects of MTC's choice, is a third priority after fulfilling Central Subway's remaining RIP commitment.

Attachment 2

San Francisco 2016 Regional Transportation Improvement Program (RTIP) Programming Priorities - Proposed

Agency	Project	Project Totals by Fiscal Year (\$ 1,000's)					Phase	
		Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20		FY 2020/21
San Francisco Public Works	Lombard Street US-101 Corridor Improvement ¹	\$1,910	\$1,910					Construction
Metropolitan Transportation Commission	Planning, programming, and monitoring ²	\$207	\$67	\$69	\$71			n/a
San Francisco County Transportation Authority	Planning, programming, and monitoring ²	\$1,114	\$447	\$667				n/a
RTIP Total		\$3,231	\$2,424	\$736	\$71	\$0	\$0	
RTIP Funds Available		\$3,231						
Surplus/(shortfall)		\$0						

¹ Previously programmed to the San Francisco Public Works' Chinatown Broadway IV project as part of the OneBayArea Grant (OBAG) Cycle 1. The \$1.91 million had been swapped with the San Francisco Municipal Transportation Agency's local revenue bond funds because the OBAG project needed the funds sooner.

² Carryover from the 2014 STIP



Memorandum

Date: 10.13.15 **RE:** Plans and Programs Committee
October 20, 2015

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

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

Through: Tilly Chang – Executive Director *Tilly*

Subject: **INFORMATION** – Update on One Bay Area Grant Program Cycle 2 Proposal

Summary

The Metropolitan Transportation Commission's (MTC's) One Bay Area Grant (OBAG) program directs federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program funding to projects and programs that support the transportation and land use goals of Plan Bay Area, the region's Regional Transportation Plan/Sustainable Communities Strategy. OBAG is comprised of regional programs administered by MTC and local formula-based programs administered by the Congestion Management Agencies (CMAs), e.g. the Transportation Authority for San Francisco. MTC adopted the OBAG Cycle 1 framework in May 2012. Since we are nearing the end of the 5-year program MTC recently released a draft proposal for how to distribute OBAG Cycle 2 funds for Fiscal Years 2017/18 – 2021/22 (see Attachment 1). The current proposal would maintain the structure of the OBAG Cycle 1 program, adjust program shares to reflect a lower revenue estimate, and make other revisions. We propose to continue our strong support for the overall OBAG program, and for the following Cycle 2-specific points, we propose to: 1) support additional incentives for producing (vs. planning for) housing, in particular affordable housing as proposed by MTC staff; 2) support efforts to use OBAG to address displacement issues in a meaningful way; and 3) ask MTC to take a more transparent and inclusive approach for its regional operations programs, in particular freeway-related programs. These objectives are consistent with our draft Plan Bay Area advocacy goals and objectives, which are the subject of a separate item on the Plans and Programs Committee agenda. We will continue to work with our partner agencies, other San Francisco stakeholders, Bay Area CMAs, and MTC staff to advance our OBAG advocacy as MTC works to refine its proposal through its intended adoption in November 2015.

BACKGROUND

In May 2012, the Metropolitan Transportation Commission (MTC) adopted the One Bay Area Grant Program (OBAG) Cycle 1 framework (Fiscal Year (FY) 2012/13 to 2015/16) for programming federal Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funds. This was the first effort to better integrate the region's transportation program with California's climate law and the Plan Bay Area, the region's Regional Transportation Plan/Sustainable Communities Strategy (SCS). OBAG Cycle 1 established funding commitments and policies for various regional and county programs to reward jurisdictions that accept housing allocations through the Regional Housing

Need Allocation (RHNA) process and that have historically produced housing. It also promoted transportation investments in Priority Development Areas (PDAs) and increased programming flexibility for local agencies.

Through the OBAG Cycle 1 County Program the Transportation Authority programmed \$38.8 million (11.7% share of the regional County Program) for CMA Planning activities and seven competitively selected projects. We presented a status update on the OBAG Cycle 1 projects at the September Plans and Programs Committee meeting.

DISCUSSION

The purpose of this memorandum is to provide an overview of MTC's latest OBAG Cycle 2 draft proposal, to outline our proposed advocacy as MTC works toward adoption of the Cycle 2 proposal in November 2015, and to seek input from the Plans and Programs Committee. In October 2015, MTC brought its revised draft OBAG Cycle 2 framework (FYs 2017/18 to 2021/22) to its Partnership Board. Page 6 of MTC's memo (Attachment 1) provides a table that compares Cycle 1 and 2 by each constituent program. MTC's proposal carries forward the major features of OBAG Cycle 1 and proposes minor refinements as highlighted in sections below.

The OBAG program as a whole faces a 4% decline in revenues (from \$827 million to \$790 million for the five year grant cycle) due to federal budgetary constraints. Consequently, MTC staff is not recommending any new programs and has proposed to either maintain or reduce funding levels for existing programs, with the exception of funding modest increases for regional planning activities (to account for escalation) and for the Priority Conservation Area (PCA) grant program. In general, MTC has made an effort to share the pain of the revenue cuts among local and regional categories and to provide additional flexibility to CMAs by consolidating locally managed programs into the County Program.

As the OBAG framework translates Plan Bay Area's long-range targets and priorities into specific funding recommendations, our OBAG advocacy (detailed below) reflects our proposed San Francisco's goals and objectives for Plan Bay Area 2040, which is the subject of a separate item on the Plans and Programs Committee agenda.

1. **Adjust the OBAG County Program formula to reward counties that produced (versus just planned) a greater share of housing, especially affordable housing.** MTC staff is recommending changing the County Program formula to give more weight to past housing production and affordable housing share. The latest iterations of the modified formula would increase San Francisco's share of the overall OBAG County Program from 11.7% to 12.3%~13.4% and make San Francisco the only county seeing an increase in funding between cycles under all proposed options (from \$43.52 million to \$43.54~47.44 million) despite the reduction in total OBAG program-wide funding, reflecting San Francisco's excellent housing production record, including affordable housing, between 2007 and 2014. MTC staff is developing other potential formula options in response to commissioner direction, but they generally all move in a direction that benefits San Francisco (see MTC's Attachment 2 within the memo attachment for different options).

This seems to be the most controversial of the changes MTC is proposing. North Bay CMAs disagree with the proposed formula as they feel penalized for having to bear the disproportionately negative impact of the recent recession on their housing production and argue that their county shares should remain at the same level as prior cycles. At the other end of the spectrum, advocates have expressed a desire to see even a stronger link between housing production and the distribution

of County Program funds. MTC has attempted to address their concerns by adding pre-recession years (1999-2006) to the housing production period while giving a greater weight to the housing production in more recent years (2007-2014), as reflected in the currently proposed formula. We believe MTC's adjustment strikes an appropriate balance among each party's needs.

2. **Link OBAG funding to affordable housing and anti-displacement policies, as appropriate.** Displacement and housing affordability are the focus of planning and policy discussions across the region. Some MTC Commissioners and advocates have expressed a desire to link OBAG Cycle 2 County Program funds to anti-displacement policies and programs, similar to the OBAG Cycle 1's conditioning of funding on local jurisdictions' adoption of a Complete Streets policy. We have also heard suggestions of using Regional PDA Planning funds to support anti-displacement planning and policy work. We support using transportation funding to leverage the adoption of anti-displacement and affordable housing policies, but encourage that it be done thoughtfully given limited OBAG revenues (federal fund projections are on the decline) and because such a proposal will prove controversial to gain sufficient support across the region. For example, representatives of less urban areas have expressed concern that anti-displacement policies that are appropriate for a city like San Francisco are inappropriate for smaller jurisdictions and/or places still dealing with significant numbers of foreclosures. Representatives and advocates across the board have also expressed concern over MTC's proposed methodology.
3. **Develop a transparent and inclusive Regional Operations Program to address operations needs across the region, including San Francisco.** MTC has assigned almost 40% of regional programming capacity to the Regional Operations Program, which includes the Freeway Performance Initiative, Transportation Management System, and a few regionwide coordination efforts (e.g. Incident Management, 511 and Rideshare). However, it is unclear how projects will be prioritized for funding within these subprograms. For Cycle 2, we ask MTC to make the project selection process more transparent and inclusive, and share a clear scope, schedule and objectives for the subprograms. In addition to increasing transparency, MTC should seek local input as early in the process as possible. Lastly, we encourage MTC to pursue a multi-modal approach to solving freeway capacity issues and consider funding an express bus network as part of this category.
4. **Prioritize the Transit Priorities Program for any additional federal revenues.** This program includes the Transit Capital Priorities and Transit Performance Initiatives programs – both of which provided significant support for San Francisco's transit operators in Cycle 1 - as well as Clipper and BART cars. Funding for the Transit Priorities Program is proposed to decrease from \$201 million to \$189 million in OBAG 2 due to the declining federal revenue forecasts. Given the importance of investing in transit state of good repair and core capacity improvements to support the goal of focusing growth in PDAs, we would like MTC to prioritize these programs for any additional revenue the region secures over the OBAG Cycle 2 period.

Next Steps: Until MTC Commission's approval in November 2015 we will continue to work with our partner agencies, San Francisco stakeholders, other CMAs, and MTC staff to advance San Francisco's OBAG objectives, which we believe present a balanced approach to strengthen the impact of this important program. Our input is still quite relevant as we expect MTC staff and the Commission to refine the proposal before it is approved. Once MTC has approved the OBAG 2 proposal, we will release a call for projects for San Francisco's County Program share of funding, likely in early to mid-2016.

ALTERNATIVES

None. This is an information item.

CAC POSITION

None. This is an information item. The CAC deferred the presentation on OBAG 2 to its October 28 meeting due to time constraints.

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

None. This is an information item.

Attachment:

1. OBAG Cycle 2 Proposal to MTC's Partnership Board, October 9, 2015

As presented to the Partnership Board on October 9, 2015



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Bay Area Partnership Board

DATE: October 2, 2015

FR: Anne Richman, Director, Programming and Allocations

RE: One Bay Area Grant Program Cycle 2 Proposal

Background

The inaugural One Bay Area Grant Program (OBAG 1) was approved by the Commission in May 2012 (MTC Resolution No. 4035) to better integrate the region's discretionary federal highway funding program with California's climate statutes and the Sustainable Communities Strategy (SCS). OBAG 1 supported *Plan Bay Area*, the region's Regional Transportation Plan / SCS, by incorporating the following program features:

- Targeting project investments into Priority Development Areas (PDA);
- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing;
- Supporting open space preservation in Priority Conservation Areas (PCA);
- Providing a larger and more flexible funding pot to the county-level Congestion Management Agencies (CMAs) to deliver transportation projects in categories such as transportation for livable communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to School (SRTS).

The successful outcomes of this program are outlined in the "One Bay Area Grant Report Card," which was presented to the MTC Planning Committee in February 2014 (http://files.mtc.ca.gov/pdf/OBAG_Report_Card.pdf).

With only two years remaining of the OBAG 1 cycle (FY2015-16 and FY2016-17), preparations are well underway for the development and implementation of the next round of OBAG. Commission consideration of the OBAG 2 program proposal is anticipated at the November meeting.

Recommendations

Considering the positive results achieved to date in OBAG 1, staff recommends only minor revisions for OBAG 2. Listed below are principles that have guided the proposed program revisions:

1. Maintain Realistic Revenue Assumptions:

OBAG 2 funding is based on anticipated future federal transportation program apportionments. In recent years, the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement programs (STP/CMAQ) have not grown, and changes in the federal and state programs (such as elimination of the Transportation Enhancement (TE) program) have resulted in decreases that were not anticipated when OBAG 1 was developed. For OBAG 2, a 2% annual escalation rate above current federal

revenues is assumed, consistent with the mark-up of the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act by the Senate Environment and Public Works Committee. Even with the 2% escalation, revenues for OBAG 2 are 4% less than revenues for OBAG 1, due to the projections of OBAG 1 being higher than actual revenues, and the fact that OBAG 1 included Transportation Enhancement (TE) funds which are no longer available to be included in OBAG 2.

2. Support Existing Programs and maintain Regional Commitments while Recognizing Revenue Constraints:

The OBAG Program as a whole is expected to face declining revenues from \$827 million in OBAG 1 to \$790 million in OBAG 2. Therefore, staff recommends no new programs and to strike a balance among the various transportation needs supported in OBAG 1.

- a. The regional pot of funding decreases by 4%. With the exception of regional planning activities (that grows to account for escalation) and the Priority Conservation Area (PCA) program (that receives additional funds redirected from an OBAG 1 project), all other funding programs are either maintained at or decreased from their OBAG 1 funding levels.
- b. The OBAG 2 county program decreases by 4%. As compared to the county program under OBAG 1, largely the same planning and project type activities are proposed to be eligible under OBAG 2.

The proposed OBAG 2 funding levels for the regional and county programs are presented in Table 1 below. See Attachment 1 for more details on these programs and a comparison with the OBAG 1 fund cycle.

Table 1. OBAG 2 Funding Proposal

OBAG 2 Programs	OBAG 2 Proposed Funding (million \$, rounded)
Regional Planning Activities	\$10
Pavement Management Program	\$9
Regional Priority Development Area (PDA) Planning	\$20
Climate Change Initiatives	\$22
Priority Conservation Area (PCA) Program	\$16
Regional Active Operational Management	\$170
Regional Transit Priorities	\$189
County CMA Program	\$354
OBAG 2 Total	\$790

- 3. Support the Plan Bay Area's Sustainable Communities Strategy (SCS) by Linking OBAG Funding to Regional Housing Needs Allocation (RHNA), Housing Production, Affordable Housing, and Smart Growth Goals:** OBAG 2 continues to support the SCS for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs). A few changes are proposed for OBAG 2, to further improve upon the policies that have worked well in OBAG 1 (see also Attachments 2 and 3).

- a. PDA Investment targets remain at OBAG 1 levels: 50% for the four North Bay counties and 70% for the remaining counties.
- b. PDA Investment Growth Strategies should play a strong role in guiding the County CMA project selection and be aligned with the Plan Bay Area update cycle.
- c. Three alternatives are under consideration for the county OBAG 2 distribution formula in response to a Commission request at the July Programming and Allocations Committee meeting (see Table 2).

Table 2. OBAG Distribution Factor Alternatives

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1	50%	25%	25%	50%
OBAG 2 <i>Affordable Housing</i>	50%	30%	20%	60%
OBAG 2 <i>Affordable + Moderate</i>	50%	30%	20%	60%*
OBAG 2 <i>Housing Production</i>	50%	50%	0%	60%

*Includes moderate as well as low and very low income levels for RHNA and housing production.

Also, the distribution formula is proposed to be based on housing over a longer time frame, considering housing production between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%) in order to mitigate the effect of the recent recession and major swings in housing permit approvals (see Table 3).

Table 3. Housing Production Trends

County	Total Housing Production ¹			
	1999-2006		2007-2014	
Alameda	33,697	15.9%	19,615	15.9%
Contra Costa	47,956	22.6%	16,800	13.6%
Marin	5,772	2.7%	1,543	1.3%
Napa	5,245	2.5%	1,434	1.2%
San Francisco	17,439	8.2%	20,103	16.3%
San Mateo	10,289	4.9%	8,169	6.6%
Santa Clara	52,018	24.5%	44,823	36.4%
Solano	18,572	8.8%	4,972	4.0%
Sonoma	20,971	9.9%	5,639	4.6%
Totals	211,959	100.0%	123,098	100.0%

¹ OBAG 1 total housing production numbers were based on the number of permits issued from 1999-2006. OBAG 2 total housing production numbers are based on the number of permits issued over a longer period from 1999-2006 (weighted 30%) and from 2007-2014 (weighted 70%) and have not been capped to RHNA allocations.

The resulting alternative county distribution formulas are presented in Attachment 2.

4. Continue Flexibility and Local Transportation Investment Decision Making:

OBAG 2 continues to provide the discretion and the same base share of the funding pot (40%) to the CMAs for local decision-making. Also, two previously regional programs, Safe Routes to Schools and the Federal-Aid Secondary (rural roads) programs, have been consolidated into the county program with funding targets to ensure that these programs continue to be funded at specified levels.

5. Cultivate Linkages with Local Land-Use Planning:

As a condition to access funds, local jurisdictions need to continue to align their general plans' housing and complete streets policies as part of OBAG 2 and as separately required by state law (see Attachment 3).

Complete Streets Requirements

Jurisdictions have two options for demonstrating complete streets compliance, which must be met by January 31, 2016:

- a. Adopt a Complete Streets Resolution incorporating MTC's nine required complete streets elements; or
- b. Adopt a significant revision to the circulation element of a General Plan after January 1, 2011 that complies with the California Complete Streets Act of 2008.

Housing Element Requirements

Jurisdictions must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Furthermore, under state statute, applicable jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. Jurisdictions receiving OBAG 2 funding must comply with this statute during the entire OBAG 2 funding period or risk de-programming of OBAG 2 funding.

6. Continue Transparency and Outreach to the Public Throughout the Project Selection Process:

CMAs will continue to report on their outreach process as part of their solicitation and selection of projects for OBAG 2. Each CMA will develop a memorandum addressing outreach, coordination and Title VI civil rights compliance.

Outreach and OBAG 2 Development Schedule

To date, MTC staff has made presentations on the OBAG 2 framework to the Policy Advisory Council, Programming and Allocations Committee, the Partnership Technical Advisory Committee and associated working groups. Comments received to date have been reviewed and revisions have been made to the proposal as a result of this stakeholder feedback. Comment letters and summarized stakeholder feedback have been posted at <http://www.mtc.ca.gov/funding/obag2/>.

The final OBAG 2 program is anticipated to be presented to the Commission in November for adoption, which will subsequently kick off the CMAs' project solicitation process. Commission approval of OBAG 2 regional programs and CMA project submittals is anticipated for December 2016 (see Attachment 4 for full schedule).

Other Noted Program Revisions

Regional Safe Routes to School (SRTS) Program: In December 2014, the Committee approved adding a fifth-year (FY 2016-17) to OBAG 1 in order to address program shortfalls due to lower than expected apportionments. After closing those shortfalls, the balance was directed to continue time-critical operations and planning programs at lower levels than prior years. A number of committee members expressed interest in restoring funding up to the SRTS annual funding level of \$5 million. Staff has identified cost savings from prior cycles of federal funding, and is seeking consensus from the Committee to increase FY2016-17 SRTS funding from \$2.7 million to \$5.0 million. Staff will bring back the programming action to the Commission in November. For OBAG 2, recommended funding levels for the program are \$5 million per year (\$25 million total).

Available OBAG 1 Funding from Bikeshare Program: With the transition of the Bikeshare program to a public-private partnership model, \$6.4 million in OBAG 1 funds that were programmed to Bikeshare are now available for reprogramming. Staff proposes to augment the PCA program, providing an additional \$3.2 million each to the North Bay and Regional programs. The revised PCA program total of \$16 million is 60% higher than OBAG 1 funding levels – the only category proposed for such significant growth in OBAG 2.

MTC staff invites discussion and direction on any remaining issues as the OBAG 2 programming policies and procedures are being finalized.



Anne Richman

OBAG 2 Program Considerations		OBAG 1	OBAG 2
Regional Programs		(millions)	
1. Regional Planning Activities			
<ul style="list-style-type: none"> Continue regional planning activities for ABAG, BCDC and MTC with 2.0% annual escalation from final year of OBAG 1 		\$8	\$10
2. Pavement Management Program			
<ul style="list-style-type: none"> Maintain PMP implementation and PTAP at OBAG 1 funding level 		\$9	\$9
3. PDA Planning and Implementation			
<ul style="list-style-type: none"> Maintain Regional PDA/TOD Planning and Implementation at OBAG 1 levels Focus on cities with high risk of displacement 		\$20	\$20
4. Climate Initiatives Program			
Continue climate initiatives program to implement the SCS		\$22	\$22
5. Priority Conservation Area (PCA)			
<ul style="list-style-type: none"> Increase OBAG 1 Programs: \$8M North Bay & \$8M Regional Program for the five southern counties and managed with the State Coastal Conservancy \$6.4M redirected from OBAG 1 regional bicycle sharing savings. Reduce match requirement from 3:1 to 2:1. MTC funding to be federal funds. Support State Coastal Conservancy to use Cap and Trade and other funds as potential fund source for federally ineligible projects. Regional Advance Mitigation Program (RAMP) activities eligible for funding 		\$10	\$16
6. Regional Operations			
<ul style="list-style-type: none"> Freeway Performance Initiatives, Incident Management, Transportation Management System, 511, Rideshare Focus on partnerships for implementation, key corridor investments, and challenge grant to leverage funding 		\$184	\$170
7. Transit Priorities Program			
<ul style="list-style-type: none"> BART Car Phase 1 Clipper Next Generation System Transit Capital Priorities (TCP), Transit Performance Initiatives (TPI) 		\$201	\$189
		\$454	\$436
Local Programs			
❖ Local PDA Planning			
Eliminate Local PDA Planning as a separate program.			
<ul style="list-style-type: none"> PDA planning eligible under County program. 		\$20	-
❖ Safe Routes to School (SRTS)			
Managed by CMAs. Provide Safe Routes To School grants to local jurisdictions.			
<ul style="list-style-type: none"> Maintain Safe Routes to School – Add to county shares. Use FY 2013-14 K-12 school enrollment formula \$25M minimum not subject to PDA investment requirements. Counties may opt out if they have their own county SRTS program 		\$25	-
❖ County Federal-Aid Secondary (FAS)			
Managed by CMAs. Provide FAS funding to Counties.			
<ul style="list-style-type: none"> Fully fund county FAS requirement (\$2.5 M per year). Funding not included in OBAG 1 because FAS requirement had been previously satisfied. \$13M guaranteed minimum not subject to PDA investment requirements 		-	-
		\$45	-
County CMA Programs			
❖ County CMA Program			
<ul style="list-style-type: none"> Local PDA Planning optional through CMA County OBAG Program SRTS included in County OBAG program (use K-12 school enrollment formula) FAS included in County OBAG program (use FAS formula) Adjustment to ensure county planning is no more than 50% of total amount CMA Planning Base with 2.0% annual escalation from final year of OBAG 1 County CMA 40% of base OBAG program (not including CMA Planning Base) 		-	-
		-	\$25
		-	\$13
		-	\$1
		\$36	\$39
		\$291	\$276
		\$327	\$354
Program Total		\$827	\$790

Attachment 2

OBAG 2 STP/CMAQ County Final Distribution October 8, 2015

Option	Weighting within RHNA and Housing Production			
	Population	Housing RHNA	Housing Production	Very Low + Low Income RHNA and Housing Production
OBAG 1 Distribution	50%	25%	25%	50%
OBAG 2 Affordable Housing	50%	20%	30%	60%
OBAG 2 Affordable + Moderate	50%	20%	30%	60%
OBAG 2 Production Housing Only	50%	0%	50%	40%

Final county distribution includes SRTS & FAS and adjusted so a county CMA's base planning is no more than 50% of total

	1				2		3		4	
	Population 2014	OBAG 1	Affordable	OBAG 1	Affordable	Affordable+Moderate	Affordable+Moderate	Production Only	Production Only	
OBAG Cycle		OBAG 1	OBAG 2	OBAG 2	OBAG 2	OBAG 2	OBAG 2	OBAG 2	OBAG 2	
Adjustments		Final Distribution	Final Distribution	Final Distribution	Final Distribution	Final Distribution	Final Distribution	Final Distribution	Final Distribution	
Scenario		Draft RHNA	Affordable	Affordable	Affordable	Affordable+Moderate	Affordable+Moderate	No RHNA	No RHNA	
RHNA Years (2007-2014)		1999-2006 (Capped)	1999-2006 (Uncapped) 30%	1999-2006 (Uncapped) 30%	1999-2006 (Uncapped) 30%	1999-2006 (Uncapped) 30%	1999-2006 (Uncapped) 30%	1999-2006 (Uncapped) 30%	1999-2006 (Uncapped) 30%	
Housing Production - 1999-2006		-	70%	70%	70%	70%	70%	70%	70%	
Housing Production - 2007-2014										
Housing Affordability										
Alameda	21.2%	19.7%	20.1%	19.8%	19.8%	19.8%	19.2%	19.2%		
Contra Costa	14.6%	14.2%	13.7%	14.7%	14.7%	14.7%	14.1%	14.1%		
Marin	3.4%	3.3%	2.8%	2.8%	2.8%	2.8%	3.0%	3.0%		
Napa	1.9%	2.3%	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%		
San Francisco	11.3%	11.7%	12.9%	12.3%	12.3%	12.3%	13.4%	13.4%		
San Mateo	10.0%	8.4%	8.5%	8.5%	8.5%	8.5%	7.9%	7.9%		
Santa Clara	25.2%	27.2%	27.7%	27.1%	27.1%	27.1%	27.3%	27.3%		
Solano	5.7%	5.9%	5.2%	5.5%	5.5%	5.5%	5.4%	5.4%		
Sonoma	6.6%	7.2%	7.1%	7.2%	7.2%	7.2%	7.7%	7.7%		

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- 1: OBAG1 final distribution after applying adjustments and SRTS & FAS categories
- 2: Affordable Housing Production Weighted - Proposed Distribution
- 3: Affordable AND Moderate Production Housing Weighted - Proposed Distribution
- 4: Affordable Housing Production Only - Proposed Distribution

NOTE: Figures have changed since initial July proposal due to updated housing data and changing 1999-2006 from capped to uncapped

OBAG 2 County Program Considerations

❖ **County Generation Formula**

- Continue existing PDA investment targets of 50% for North Bay counties and 70% for all others.
- Consider housing production over a longer time frame, between 1999 and 2006 (weighted 30%) and between 2007 and 2014 (weighted 70%).
- Adjust the county generation formula. Three alternatives are under consideration for the distribution formula:

OBAG Distribution Factor Alternatives

	Population	Housing Production	Housing RHNA	Housing Affordability
OBAG 1	50%	25%	25%	50%
OBAG 2 <i>Affordable Housing</i>	50%	30%	20%	60%
OBAG 2 <i>Affordable + Moderate</i>	50%	30%	20%	60%*
OBAG 2 <i>Housing Production</i>	50%	50%	0%	60%

*Includes moderate as well as low and very low income levels for RHNA and housing production.

❖ **Housing Element**

- Housing element certified by California Department of Housing and Community Development (HCD) by May 31, 2015.
- Annual report on housing element compliance.

Missed Deadline for Certified Housing Element

Jurisdiction	County
Fairfax	Marin
Half Moon Bay	San Mateo
Monte Sereno	Santa Clara
Dixon	Solano

❖ **General Plan Complete Streets Act Update Requirements**

- For OBAG 1, jurisdictions are required to have either a complete streets policy resolution **or** a general plan that complies with the Complete Streets act of 2008 by January 31, 2013.
- For OBAG 2, jurisdictions are required to have either a complete street policy resolution **or** a circulation element of the general plan updated after January 1, 2011 that complies with the Complete Streets Act of 2008. The deadline for compliance with this requirement is January 31, 2016. This modified approach focuses on the local complete streets resolution while acknowledging the jurisdictions that have moved forward with an updated circulation element in good faith of the requirements anticipated for OBAG 2.

❖ **PDA Investment and Growth Strategy**

- Currently, OBAG 1 requires an annual update of the PDA investment and growth strategy. For OBAG 2, updates are required every four years with an interim status report after two years. The update would be coordinated with the countywide plan updates to inform Regional Transportation Plan (RTP) development decisions. The interim report addresses needed revisions and provides an activity and progress status.

❖ **Public Participation**

- Continue using the Congestion Management Agency (CMA) self-certification approach and alter documentation submittal requirements to require a CMA memorandum encompassing three areas: public outreach, agency coordination and Title VI.

❖ **Other**

- BAAQMD "Healthy Places" type considerations allowed, but not required.

October 2, 2015

Attachment 4

OBAG 2 Tentative Development Schedule	
May-June 2015	
<ul style="list-style-type: none"> • Outreach <ul style="list-style-type: none"> • Refine proposal with Bay Area Partnership and interested stakeholders • Policy Advisory Council / ABAG 	
July 2015	
<ul style="list-style-type: none"> • Present Approach to Programming and Allocation Committee (PAC) <ul style="list-style-type: none"> • Outline principles and programs for OBAG 2 • Approve complete streets requirement 	
July-October 2015	
<ul style="list-style-type: none"> • Outreach <ul style="list-style-type: none"> • Finalize guidance with Bay Area Partnership and interested stakeholders 	
November 2015	
<ul style="list-style-type: none"> • Commission Approval of OBAG 2 Procedures <ul style="list-style-type: none"> • November Programming & Allocations Committee (PAC) and Policy Advisory Council • Commission approval of OBAG 2 procedures & guidance 	
December 2015 - September 2016	
<ul style="list-style-type: none"> • CMA Call for Projects <ul style="list-style-type: none"> • CMAs develop county programs and issue call for projects • CMA project selection process • County OBAG 2 projects due to MTC (September 2016) 	
December 2016	
<ul style="list-style-type: none"> • Commission Approval of OBAG 2 Projects <ul style="list-style-type: none"> • Staff review of CMA project submittals • Commission approves regional programs & county projects 	<p>NOTE: 2017 TIP Update: December 2016</p>
February 2017	
<ul style="list-style-type: none"> • Federal TIP <ul style="list-style-type: none"> • TIP amendment approval 	
October 2017	
<ul style="list-style-type: none"> • First year of OBAG 2 (FY 2017-18) <ul style="list-style-type: none"> • On-going planning and non-infrastructure projects have access to funding 	<p>NOTE: Plan Bay Area Update: Summer 2017</p>
October 2018	
<ul style="list-style-type: none"> • Second year of OBAG 2 (FY 2018-19) <ul style="list-style-type: none"> • Capital projects have access to funding 	

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Memorandum

Date: 10.13.15 **RE:** Plans and Programs Committee
October 20, 2015

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

From: Eric Cordoba – Deputy Director for Capital Projects 

Through: Tilly Chang – Executive Director 

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

Summary

The Transportation Authority has a 13-member Geary Corridor Bus Rapid Transit (BRT) Citizens Advisory Committee (GCAC). There is one vacant seat on the GCAC for a representative of at-large interests. The vacancy is due to the term expiration of Paul Chan, who is seeking reappointment. After issuing notices seeking applicants to the GCAC over the past year, we have received applications from 26 candidates. Any applicant may be appointed to fill an at-large seat. 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 (CAC).

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.

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

DISCUSSION

The purpose of this memorandum is to present the applications received for the GCAC and to seek a recommendation to appoint one member to the GCAC for a two-year term. The vacant seat on the GCAC is for one at-large seat (any applicant may be appointed to an at-large seat) and is due to the term expiration of Paul Chan, who is seeking reappointment. The current GCAC membership and structure are shown in the table below:

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

Recruitment: We solicited GCAC applications in January 2015 and 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. Applications are also accepted on a rolling basis on the Transportation Authority's website.

Applicant Pool: We have received applications from 26 candidates, including the one member seeking reappointment. Attachment 1 provides a matrix summarizing the applications, including information

about each person's affiliation to and interest in the Geary Corridor BRT project. Applicants were informed of the opportunity to speak on behalf of their candidacies at the October 20, 2015 Plans and Programs Committee meeting. Applicants were advised that appearance before the Committee is strongly encouraged, but not required, for appointment. Staff provides information on applicants but does not make recommendations on these appointments.

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. Geary BRT CAC Members
2. Geary BRT CAC Applicants

Enclosure:

1. Applications

Attachment 1. Geary BRT Citizens Advisory Committee Members, October 2015

Term Expiration	Name	Corridor Relationship / Interest / Affiliation					Residence		Work		Self-Identified:				
		Resident	Business	Employee	Transit	Environment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	Gender	Ethnicity
Richmond (3 seats)															
Apr. 2016	Jonathan Foerster	x			x					1	Richmond			M	
Feb. 2017	Angela Paige Miller	x	x		x	x		Pedestrian, bicycling advocate	1	Inner Richmond		Stanford	F	Caucasian	
Sep. 2017	Joanna Fong	x			x				1	Richmond			F	Chinese	
Japantown/Fillmore (3 seats)															
Jan. 2016	Richard Hashimoto	part-time	x		x			Japantown Merchants Association	n/a	Vallejo, CA (part-time in W. Addition)	5	Japantown	M	Japanese American	
Mar. 2016	Austin Spires	x			x				5	Fillmore	6	SOMA	M		
Sep. 2017	Benjamin Horne	x	x		x				5	Lower Pac Heights/Upper Fillmore	3	Union Square/Lower Pac Heights	M		
Tenderloin/Downtown (2 seats)															
Jul. 2017	Kevin Stull	x			x	x		Central City SRO Collaborative; Pedestrian Safety Advisory Committee	6	Tenderloin	6	Tenderloin	M	Caucasian	
Sep. 2017	Peter Gallotta	x			x			IGBT	6	Tenderloin	6	Civic Center	M		
At-Large (5 seats, 1 vacancy)															
Oct. 2015	Paul Chan	x	x		x				1	Richmond	1	Richmond	M		
Apr. 2016	Margie Hom Brown	x			x	x		Chinese speakers	1	Richmond			F	Chinese	
Dec. 2016	Winston Parsons	x			x	x		Pedestrian and bicycle advocate	2	Inner Richmond/Jordan Park	6	SOMA	M		
Sep. 2017	Cyndi Bakir	x			x	x		Pedestrian and bicycling advocate	1	Inner Richmond	1	Richmond	F	Euro-American	

Term Expiration	Name	Corridor Relationship / Interest / Affiliation							Residence		Work		Self-Identified:		
		Resident	Business	Employee	Transit	Environment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	Gender	Ethnicity
Sep. 2017	Jolsna M John	x			x				Pedestrian advocate	2	Lower Pac Heights			F	South Asian

Note: Shading denotes members with current term expirations.

Attachment 2. Geary BRT Citizens Advisory Committee Applicants, October 2015

Applicant Status	Name	Corridor Relationship / Interest / Affiliation				Residence		Work		Self-Identified:						
		Resident	Business	Employee	Transit	Environment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	Gender	Ethnicity	
Richmond (3 seats, 0 vacancies)																
Applicant	Matthew Alvarez	x					x				1	Inner Richmond	3	Financial District	M	Latino
Applicant	Jamie Choy	x							Pedestrian advocate		2	Sea Cliff/Outer Richmond	n/a	Oakland	M	Chinese-Caucasian
Applicant	Sascha Cohen	x							Bicycling and pedestrian advocate		1	Inner Richmond	5	Inner Sunset		
Applicant	Gilbert Dair	x						x			1	Richmond	9	Mission		
Applicant	Emily Grimm	x							Pedestrian advocate		1	Outer Richmond	6	Financial District	F	Caucasian
Applicant	Rene Hinojosa	x									1	Richmond	3	Financial District	M	Latino
Applicant	Patrick Kennedy	x									1	Inner Richmond	3	Russian Hill	M	Caucasian
Applicant	Sanford Kingsley	x									2	Richmond	1	Richmond	M	Caucasian
Applicant	Kate Lazarus	x									1	Richmond	3	Jackson Square	F	Caucasian
Applicant	David Lee	x									1	Richmond	1	Richmond	M	Chinese
Applicant	Dylan MacDonald	x									1	Inner Richmond	6	SOMA		
Applicant	Suzie Moy	x									1	Richmond			F	Asian
Applicant	Alexei Nikolaeff-Svensson	x							Bicycling advocate		1	Inner Richmond	1	Inner Richmond		
Applicant	Daniel Sisson	x							SF Transit Riders Union		1	Inner Richmond	3	Financial District	M	Mixed
Applicant	Victoria Stephens	x									1	Lower Richmond			F	Caucasian
Applicant	Ventsislav Stoichev	x									1	Central Richmond	3	Financial District		
Applicant	Joe Stella	x							Pedestrian advocate		1	Inner Richmond	n/a	San Bruno	M	

Applicant Status	Name	Corridor Relationship / Interest / Affiliation							Residence		Work		Self-Identified:		
		Resident	Business	Employee	Transit	Environment	Disabled	Senior	Other	District	Neighborhood	District	Neighborhood	Gender	Ethnicity
Applicant	Mark Valentine	x	x		x	x				1	Richmond	1	Richmond		
Applicant	Kevin Watkins	x	x		x					1	Inner Richmond		SOMA	M	Caucasian
Applicant	Oleg Zhoglo	x	x		x					1	Outer Richmond	6	SOMA	M	
Japantown/Fillmore (3 seats, 0 vacancies)															
Applicant	Lotus Yee Fong	x	x		x	x				5	Western Addition			F	Asian
Applicant	Alan Kita	x	x	x	x					5	Western Addition	5	Western Addition	M	Asian American
Applicant	William Newsom	x	x		x					5	Western Addition	3	Financial District	M	
Tenderloin/Downtown (2 seats, 0 vacancies)															
No applicants.															
At-Large (5 seats, 1 vacancy)															
Member, seeking reappointment	Paul Chan	x	x		x					1	Richmond	1	Richmond	M	
Applicant	Elliott Talbot				x					2	Marina	3	Financial District		
Applicant	Jeffrey Wood	x	x							8	Noe Valley	8	Noe Valley	M	

Note: Applicants eligible for neighborhood-based seats listed above are also eligible for At-Large seats.



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Memorandum

Date: 10.06.15 **RE:** Plans and Programs Committee
October 20, 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 Allocating \$4,085,233 in Prop K funds, with Conditions, and Appropriating \$54,225 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have five requests totaling \$4,139,458 in Prop K sales tax funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested \$135,000 for pre-environmental phase analysis of a potential alignment for the Geneva-Harney Bus Rapid Transit project through the Recology property between US-101/Alanna Way and Tunnel Avenue. SFMTA is also requesting \$80,000 to continue its youth bicycle safety education classes at nine middle and high schools during the 2015-16 school year; and \$193,000 for the design of up to 1,200 bicycle wayfinding signs to be installed citywide on the bicycle network. San Francisco Public Works is requesting \$3,677,233 to pave approximately 31 blocks of Ingalls and Industrial Streets, including sidewalk and curb repairs and curb ramps. We are requesting \$54,225 to leverage a Kaiser HEAL Zone grant and contributions from several community based organizations for a van sharing pilot program in the Bayview Hunters Point neighborhood, as recommended in the Transportation Authority's BVHP Mobility Solutions Study (adopted in 2013).

BACKGROUND

We have five requests totaling \$4,139,458 in Prop K sales tax funds to present to the Plans and Programs Committee at the October 20, 2015 meeting, for potential Board approval on October 27, 2015. As shown in Attachment 1, the requests come from the following Prop K categories:

- Visitacion Valley Watershed
- Street Resurfacing, Rehabilitation, and Maintenance
- Bicycle Circulation/Safety, and
- 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.

DISCUSSION

The purpose of this memorandum is to present five Prop K requests totaling \$4,139,458 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.

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

Youth Bicycle Safety Education Classes: When the Plans and Programs Committee considered the last Prop K request for adult and youth bicycle safety education classes in spring 2015, the committee raised a number of concerns about the San Francisco Municipal Transportation Agency's (SFMTA's) bicycle safety education program. Specific concerns included:

- Strategy (e.g., how does bicycle education fit within SFMTA's transportation demand management and safety programs?)
- Equity (e.g., where are classes offered, and how does the program ensure geographic equity in program participation?)
- Cost-effectiveness (e.g., why is it important for SFMTA to invest in bicycle education classes for youth as opposed to other safety programs or capital investments, and how is the program evaluated and what defines success?)

SFMTA staff has addressed some of these concerns in the enclosed allocation request form for the Youth Bicycle Safety Education Classes and in the attached memo (Attachment 5). We recommend allocating Prop K sales tax funds to allow the youth bicycle education classes to continue during the 2015/16 school year. We anticipate bringing future Prop K requests for adult classes, which will run out of funding in November 2015, once SFMTA has completed its evaluation of the adult safety education program and completed the strategic planning it considers as required to inform the future of these classes.

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

ALTERNATIVES

1. Recommend allocating \$4,085,233 in Prop K funds, with conditions, and appropriating \$54,225 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocating \$4,085,233 in Prop K funds, with conditions, and appropriating \$54,225 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its September 30, 2015 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This action would allocate \$4,085,233 and appropriate \$54,225 in Fiscal Year (FY) 2015/16 Prop K sales tax funds, with conditions, for a total of five requests. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed 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 adopted FY 2015/16 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future fiscal year budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Recommend allocating \$4,085,233 in Prop K funds, with conditions, and appropriating \$54,225 in Prop K funds, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (5):

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

Enclosure:

1. Prop K Allocation Request Forms (5)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Prop K Leveraging			District
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	
Prop K	27	SFMTA	Geneva Harney BRT Pre-Environmental Study Supplement	\$135,000		\$ 938,798	68%	86%	Planning	10, 11
Prop K	34	SFPW	Ingalls St and Industrial St Pavement Renovation	\$3,677,233		\$ 3,677,233	79%	0%	Construction	10
Prop K	39	SFMTA	Bicycle Wayfinding Signs	\$193,000		\$ 193,000	28%	0%	Design, Construction	Citywide
Prop K	39	SFMTA	Youth Bicycle Safety Education Classes	\$80,000		\$ 80,000	28%	0%	Construction	Citywide
Prop K	43	SFCTA	Bayview Moves Van Sharing Pilot	\$54,225		\$ 206,975	54%	74%	Construction	10
			TOTAL	\$ 4,139,458	\$ -	\$ 5,096,006	73%	19%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2012 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronyms: SFCTA (San Francisco County Transportation Authority); SFPW (San Francisco Public Works); and SFMTA (San Francisco Municipal Transportation Agency).

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
27	SFMTA	Geneva Harney BRT Pre-Environmental Study Supplement	\$ 135,000	\$ -	Funds would be used to supplement \$123,000 in previously allocated Prop K funds for conceptual engineering, cost estimating and feasibility analysis of an additional potential Geneva-Harney Bus Rapid Transit alignment through the Recology property between US 101/Alanna Way and Tunnel Avenue. Requested funds would also support analysis of parking and traffic impacts to Geneva Avenue in response to Daly City's concerns about the alternatives proposed in the feasibility study. The SFMTA expects pre-environmental work to be complete by June 2016.
34	SFPW	Ingalls St and Industrial St Pavement Renovation	\$ 3,677,233	\$ -	Funds would be used for the construction phase for approximately 31 blocks of repaving on Industrial Street from Oakdale Avenue/Selby Street to the Bayshore Boulevard/ Industrial Street on-ramp; and on Ingalls Street from Innes Avenue/Middle Point Road to Carroll Avenue. The scope includes paving, sidewalk and curb repairs at various locations, including 84 curb ramps. Construction will begin in June 2016 and be completed by September 2017.
39	SFMTA	Bicycle Wayfinding Signs	\$ 193,000	\$ -	In 2014, the SFMTA completed the Prop K-funded Bicycle Wayfinding Strategy, which provides best practice research, design recommendations and a preliminary deployment framework for a new citywide bicycle wayfinding system. The SFMTA is requesting Prop K funds to design up to 1,200 signs citywide on the bicycle network to improve safety and connectivity for bicyclists, as recommended in the strategy. Funds would also allow the SFMTA to implement a pilot in spring 2016 at six locations at the intersection of Valencia and McCoppin Streets to help inform the citywide project. SFMTA anticipates requesting additional Prop K funds in spring 2016 for the construction phase to match a \$792,000 in Cycle 1 Regional Active Transportation Program grant. The project will be fully implemented by summer 2019. See page 42 of the enclosure for a map of locations.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
39	SFMTA	Youth Bicycle Safety Education Classes	\$ 80,000	\$ -	Funds will provide for bicycle safety education classes in nine middle and high schools in the 2015-16 school year (see page 47 of the enclosure for a list of schools). Each class consists of two-week in-school bicycle safety physical education classes that are intended to both increase cycling amongst young people and reduce their chance of injury while doing so. Classes will be delivered through a contract with the San Francisco Bicycle Coalition and the YMCA's YBike program. SFMTA labor included in the request will fund program management and contract administration.
43	SFCTA	Bayview Moves Van Sharing Pilot	\$ 54,225	\$ -	Requested Prop K funds will leverage over \$150,000 in funding from a Kaiser Permanente HEAL Zone grant and contributions from several community based organizations (CBOs) for a van sharing pilot program in the Bayview Hunters Point (BVHP) neighborhood as recommended in the Transportation Authority's BVHP Mobility Solutions Study (adopted in 2013). The van sharing pilot will allow the CBOs to pool resources to provide point-to-point transportation for their target populations at a reduced cost when compared to numerous CBOs owning, operating, and maintaining their own vehicles. Potential uses include pooled trips for seniors, students, or others to medical institutions, community centers, after school programs, and other service facilities. The total project funding of \$206,975 will fund a mobility manager at Bayview Hunters Point Multipurpose Senior Services, Inc. and shuttle services for 10 months, and includes outreach and evaluation. The services would be available six days per week from 9 am to 9 pm, though the vans would only be utilized on an as-needed basis by the CBOs during that timeframe.
TOTAL			\$ 4,139,458	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
27	SFMTA	Geneva Harney BRT Pre-Environmental Study Supplement	\$ 135,000	\$ -	
34	SFPW	Ingalls St and Industrial St Pavement Renovation	\$ 3,677,233	\$ -	5-Year Prioritization Program (5YPP) amendment: The recommended allocation requires a concurrent amendment to the Street Resurfacing, Rehabilitation and Maintenance 5YPP to re-program \$3,677,233 from the Guerrero St, San Jose Ave and Corbett Ave Pavement Renovation project, which was funded with other sources, to the subject project.
39	SFMTA	Bicycle Wayfinding Signs	\$ 193,000	\$ -	Multi-phase allocation: We recommend a multi-phase allocation given that the pilot will be implemented during the design phase.
39	SFMTA	Youth Bicycle Safety Education Classes	\$ 80,000	\$ -	
43	SFCTA	Bayview Moves Van Sharing Pilot	\$ 54,225	\$ -	
TOTAL			\$ 4,139,458	\$ -	

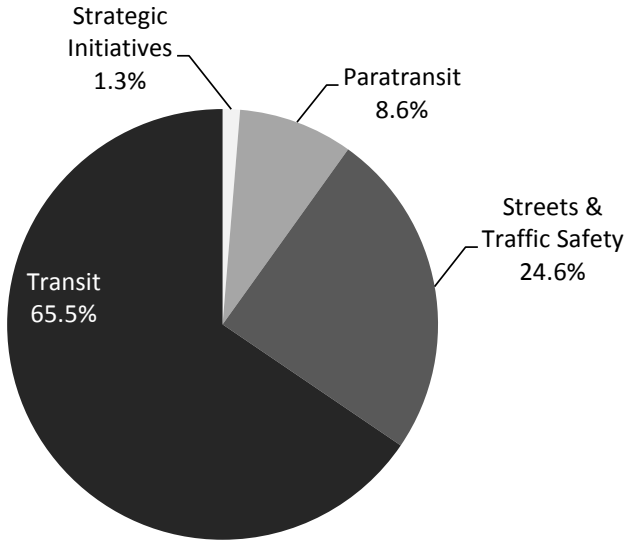
¹ See Attachment 1 for footnotes.

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

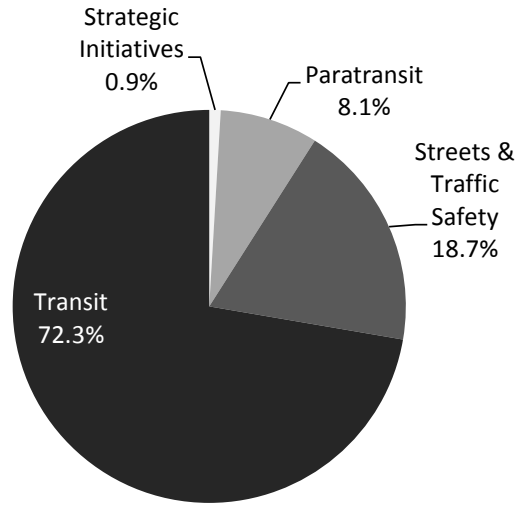
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	2019/20
Prior Allocations	\$ 123,598,314	\$ 95,179,273	\$ 27,653,927	\$ 765,114	\$ -	\$ -
Current Request(s)	\$ 4,139,458	\$ 286,827	\$ 3,386,151	\$ 417,052	\$ 49,428	\$ -
New Total Allocations	\$ 127,737,772	\$ 95,466,100	\$ 31,040,078	\$ 1,182,166	\$ 49,428	\$ -

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





Edwin M. Lee, *Mayor*

Tom Nolan, *Chairman*

Cheryl Brinkman, *Vice-Chairman*

Gwyneth Borden, *Director*

Edward D. Reiskin, *Director of Transportation*

Malcolm Heinicke, *Director*

Joél Ramos, *Director*

Cristina Rubke, *Director*

To: Chad Rathmann, Sr. Transportation Planner, Transportation Authority
 From: John Knox White, Sr. Transportation Planner, San Francisco Municipal Transportation Agency
 Date: September 22, 2015
 Re: Bicycle Education Program - Update

Background

In March 2015, the San Francisco Municipal Transportation Agency (SFMTA) requested funding to allow for a short extension of its existing bicycle education program contract. This contract provided three services: Adult Bicycle Safety Education, Middle School Bicycle Classes and Freedom from Training Wheels education. Over the course of two Transportation Authority hearings, Commissioners asked a number of questions about the adult bicycle education classes related to efficacy and cost-effectiveness. At that time, the funding request was approved and SFMTA staff indicated that the agency was embarking on a process to identify how we would like to proceed with bicycle safety education and that future funding requests would not be made until that strategic planning was completed.

Since that time, SFMTA has begun three strategic planning processes related to this:

- Development of a Transportation Demand Management (TDM) Strategy and work plan, which will address how best to support an increase in the number of people choosing to bicycle in San Francisco.
- Development of a Vision Zero Education Strategy and Work Plan, which will identify how to prioritize efforts in increasing safety for people who bicycle in San Francisco.
- Development of an In-class School Curriculum Strategy, which will identify a long term plan for teaching elementary, middle and high school students how to bicycle and how to be safe doing so during PE classes.

The SFMTA is also working with SFBC to better understand the impacts of the adult bike classes to be funded with Prop K.

SFMTA Vision for Youth Bicycle Education

TDM Strategy: The SFMTA is in the process of developing the SFMTA TDM Strategy, which will detail the Agency's vision for biking education in San Francisco. SFMTA staff members are currently researching best-practices in bicycle education in order to inform the components of this vision. It is the SFMTA's intention to develop a comprehensive, holistic education program that will encourage bicycling, and, in particular, safe bicycling behavior, among youth and adults in San Francisco; this program will also have an enhanced focus on communities of concern. The specifics of this program – aside from the imperatives that it be comprehensive, include an emphasis in proper cycling behavior, and reach communities of concern – are still being determined.

Bicycling education, engineering and enforcement are key components of the City's effort to promote bicycling. However, while engineering efforts create the bicycle network and enforcement efforts ensure bicyclists are biking safely and are not at risk from vehicles, these efforts do not address the fact that many San Francisco residents do not know how to bike, do not have confidence in their bicycling ability, and do not know the proper rules of the road. The outcomes of education efforts—ability, confidence, skills—simply cannot be produced through engineering treatments and enforcement efforts. With a bicycle mode share currently hovering at 3-4% and the goal of raising bicycle mode share to 8% by 2015, the SFMTA considers it necessary to use all tools available to encourage bicycling in order to succeed in meeting this goal. The SFMTA is confident that there exists a need to educate cyclists that cannot be

addressed solely by engineering and enforcement efforts, and as previously stated, will use the TDM Strategy to determine best practices for adult and youth bicycle education in San Francisco. Staff is committed to holding off on any significant education funding requests until the strategic planning work is completed at the end of 2015.

Vision Zero Education Strategy: The Vision Zero Education Strategy acknowledged that behavior change is a long term process and that creating new norms around traffic safety will require a sustained adherence to comprehensive, data-driven programs. To that end, the Strategy identified a series of potential long term actions, which included learn-to-ride and bike safety physical education programs at elementary, middle, and high school levels. The Education Subcommittee is currently in the process of evaluating the bike safety physical education programs, in addition to the other actions listed in the Strategy, to determine which will best help San Francisco create culture of traffic safety and reach its Vision Zero goal. SFMTA staff completed this work earlier this year.

In-class School Curriculum Strategy: The School Curriculum plan is expected to be finished by spring 2016 and involves the SFUSD, SFMTA, SFDPH and other stakeholder groups. As SFUSD has been offering in-class bicycle training – facilitated through the YMCA's YBike program – to middle and high school students for the past four school years, SFMTA is proposing a one-year continuation of the existing middle school program in order to ensure that students who are in the school during the 15/16 school year will not miss out on this training while the School Curriculum is finalized and implemented. It will not be possible to complete the in-school strategy, request funding and implement the middle school training classes within the current school year given the amount of time needed to organize classes and finalize other program components.

The SFMTA, SFUSD and Department of Public Health (DPH) are in agreement that the model used for providing these classes is a best practice and will be included in the long-term strategy moving forward. Therefore, all are comfortable in supporting the Prop K funding request for the one-year program with YBike while the overall School Curriculum strategy is developed. While the alternative is to provide no in-school bicycle education during the 15/16 school year, SFMTA staff believes that these classes are an important component of the Agency's ongoing efforts to encourage bicycling and ensure safe behavior amongst those who use bicycles, and consequently recommend that these classes continue throughout the planning effort.

Youth Bicycle Safety Education Program Impact: Neither YBike nor the SFMTA currently possesses data demonstrating the long-term impact of the Bicycle PE Unit on participants. To date, staff has been unable to identify any long-term longitudinal studies that have analyzed the impact of in-school PE bicycle education upon students. SFMTA staff is working with YBike and other parties to identify methods to collect this data for future inclusion in program planning. Conversations with third-party entities are underway, but they are in the very early stages and unfunded. Such a study would need to occur over a very long timeline, likely a decade or more, to truly understand the impact of middle school education. Many life skills taught to middle school students do not fully develop into habits and behaviors until after graduation and entry into the workforce. However, in-school education has been demonstrated to be a powerful tool in instilling safe behavior in kids, transmitting safety information to adults in families via students, and normalizing transportation options that individuals may be interested in using but were not aware of until exposure through schools.

YBike instructors have noted that YBike program participants genuinely enjoy learning a skill that they will carry with them for the rest of their lives, and that participants in PE programs often go on to join other YBike offerings, such as after school bike riding clubs and bike shop programs. Graduates from the bike shop program actually end up with their own bike & helmet and the knowledge and skills to ride it.

Leveraging Past Instruction: Many schools that have received training in the past now possess their own bike fleets and continue to offer classes independent of the SFMTA's funding and contractor

instruction. As such, the number of students receiving bicycle education is growing and the number of schools at which bicycle education is offered is greater than just the schools identified for instruction in the current school year. The collected anecdotal information from physical education teachers shows that up to an additional 2,000 students are reached per year beyond the number directly served through classes taught directly by contractor staff.

Bicycle Education in Other Cities: A number of cities and school districts in the Bay Area and around the country offer bicycle education to students. Bike East Bay has run classes in coordination with schools for years. For example, in the City of Alameda, such classes are offered as a one-day, after-school activity that students can opt into participating in. Although this set-up keeps costs low, it leaves a number of students out of the loop because they did not know about the classes, they had competing after-school activities, or lacked equipment. San Francisco's program is a more intensive, multi-day program that provides bikes to all students. Other cities have also recognized the importance of teaching youth to bike: Washington, DC is about to launch universal bike-riding program for 2nd grade youth. It is the only universal bicycling curriculum in the country and one that SFMTA and SFUSD are looking at within our strategic planning process.

Update on Adult Bicycle Education Program Evaluation

SFMTA would like to report that the SFBC was asked to conduct a more rigorous evaluation of their adult bike education classes as discussed during the 2015 contract extension request last spring. The produced enhanced evaluation includes a pre-class survey distributed to participants at the start of each class and a follow-up survey sent via email to class participants six weeks after the conclusion of their bicycle education course. The goals of evaluation are to determine:

- Who is taking the SFBC bike education classes?
- How do students' bicycling habits change following a bike education class?
- How do students' confidence levels change following a bike education class?
- How do students' levels of perceived safety while biking change following a bike education class?
- How do students' levels of knowledge surrounding traffic laws change following a bike education class?

The SFBC is currently compiling the results of these surveys and will present the results in their final report which is due to the SFMTA at the end of their contract (December 2015). The findings of this evaluation will be used in the development of the SFMTA's TDM Strategy and help to guide how the agency moves forward with new education efforts.





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Memorandum

Date: 10.13.15 **RE:** Plans and Programs Committee
October 20, 2015

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

From: Amber Crabbe – Assistant Deputy Director for Policy and Programming *Ac*
Maria Lombardo – Chief Deputy Director *mel*

Through: Tilly Chang – Executive Director *ac*

Subject: **ACTION** – Recommend Approving the San Francisco Advocacy Goals and Objectives and Project List for Plan Bay Area 2040

Summary

In May, we issued a call for projects for San Francisco project priorities for Plan Bay Area 2040 (PBA 2040), 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 listed in PBA as individual projects. 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 projects from multi-county project sponsors such as BART. Together these efforts create the universe of projects that will be considered for inclusion in PBA. MTC has given us an initial local discretionary county budget of \$8.4 billion to assign to projects and programmatic categories but 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; therefore we have worked 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. In September, the Board reviewed a draft list of projects and draft goals and objectives. We have incorporated feedback from the Citizens Advisory Committee and Board and have worked with project sponsors to revise the draft project list, assign local discretionary funding, and determine our proposed requests for regional discretionary funding. We propose submitting the projects and funding assignments in Attachments 3 through 5 to MTC for consideration for inclusion in PBA 2040.

BACKGROUND

On May 26, 2015, the Transportation Authority issued a call for projects for consideration in San Francisco's list of priorities for Plan Bay Area 2040 (PBA 2040), the Bay Area's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS). Every four years, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) lead development of the RTP/SCS, which sets policy and transportation investment priorities in the nine Bay Area counties, sets

the regional strategy to meet greenhouse gas reduction targets for transportation, and contains a plan to accommodate the need for new housing at all income levels.

PBA 2040 Call for Projects: MTC and ABAG undertake 3 parallel processes which together generate the universe of projects that will be considered for inclusion in PBA. These include: 1) MTC-led state of good repair needs assessment for transit, local streets and roads, and highways; 2) MTC-led call for projects for regionally significant projects, including projects proposed by multi-county project sponsors such as regional transit operators; and 3) Congestion Management Agency-led (CMA-led) county-level call for projects. The latter call for projects is the subject of this memorandum.

The final approved RTP/SCS is required to be financially constrained, meaning it can only include a program of projects within the limits of the revenue that can be reasonably anticipated over the life of the plan, in this case from 2017 to 2040. For PBA 2040, MTC has assigned San Francisco an \$8.376 billion initial cap of local discretionary funds to assign to projects and programs. This initial county budget target is higher than the final discretionary funding budget within which we will eventually have to fit San Francisco's project priorities. As we work with MTC/ABAG through the PBA 2040 process, MTC will undertake project performance evaluation (for uncommitted projects over \$100 million), establish regional priorities, and refine funding projections. Before the recommended PBA investment scenario is chosen, CMAs will be asked to reduce their project lists to meet final financially constrained targets. The lists may have to be trimmed even further if the revenue measures under consideration for the 2016 election are unsuccessful.

DISCUSSION

The purpose of this memorandum is to seek a recommendation to approve a final draft list of projects and programs that the Transportation Authority will submit to MTC for consideration for inclusion in PBA 2040. We are also seeking a recommendation for our proposed goals and objectives that will guide our advocacy for the overall PBA 2040 effort.

Draft San Francisco Goals and Objectives: Our approach to PBA 2040 has been informed by the draft goals and objectives shown in Attachment 1. Drawing on what we learned from the first PBA and the 2013 San Francisco Transportation Plan (SFTP), the goals and objectives fall into two main categories: financial and policy. The financial goals and objectives outline our strategy for the call for projects (such as ensuring inclusion of all projects that need to be in PBA 2040 so that they are not delayed in advancement, e.g. a project that intends to seek federal funds for construction before 2021) and for increasing federal, state and regional revenues to San Francisco priorities through seeking to secure a large share of existing discretionary revenues and advocating for new revenues. The policy goals and objectives cover a range of topics from supporting performance-based decision-making to equity issues to project delivery.

Project Identification Process: Existing PBA 2013 projects and the SFTP served as the starting point for identifying projects and programs for PBA 2040. Public agency staff and members of the public were also invited to submit project ideas through a call for projects issued by the Transportation Authority in May. All projects were required to have a confirmed public agency sponsor in order to be considered for inclusion in San Francisco's draft list of project priorities. For projects that were directly submitted by a member of the public or stemmed from our community outreach, we forwarded ideas to likely public agency sponsors for consideration.

As noted above, MTC directed sponsors of multi-jurisdictional or regional projects (e.g. the California Department of Transportation, BART, the Peninsula Corridor Joint Powers Board, and the Water

Emergency Transportation Authority) to submit projects directly to MTC. However, we also coordinated with these agencies to identify San Francisco priorities and consider whether to commit a share of our local discretionary budget to them. Similarly, transit and local streets and roads state of good repair projects do not need to be submitted through the CMA call for projects because MTC is separately collecting information on SOGR projects.

Projects can be included in PBA in two different ways: individual project listings or programmatic categories. Larger capacity changing projects (e.g. roadway widening and new transit services) and regionally significant projects that need to be coded in the regional travel demand forecasting model must be called out individually in the PBA. Smaller projects that don't significantly change capacity (such as most pedestrian and bicycle projects with no or minimal lane reductions and transportation demand management projects) can be included within programmatic categories. As a result of this guidance, the majority of projects are captured in programmatic categories within PBA.

Public Outreach: We led a series of public outreach efforts in the spring and summer of 2015 in order to solicit project ideas and feedback for the call for projects and kick off an update to the San Francisco Transportation Plan (SFTP). Multi-lingual outreach efforts included printed materials, notices in neighborhood newspapers, social media and targeted outreach to groups representing low income individuals and non-native English speakers. Members of the public were encouraged to nominate projects through the Transportation Authority's Plan Bay Area 2040 call for projects website (www.sfcta.org/rtp) and a multi-lingual phone hotline was also set up for the purpose. We have also been noticing public input opportunities at all Transportation Authority Board and committee meetings where PBA items are agendaized. The PBA 2040 memo included in the September 15 Plans and Programs Committee packet contained further detail on input received.

Strategy for Identifying San Francisco Priorities: We worked with project sponsors through our technical working group and in smaller groups to first evaluate existing PBA projects. Unless a project has been completed or cancelled, all existing PBA projects are recommended to carry forward to PBA 2040. For new project submissions, we first screened them to see if they might need to be included as an individual project per MTC's call for project guidance or if they could be grouped into a programmatic category. For call for project purposes, we do not need to evaluate projects that will fit within a programmatic category. If a proposed new project needed to be listed as an individual PBA project, we did an initial review of scope, schedule, budget, and funding for reasonableness. We also consulted the SFTP to identify which project submissions were included in the plan and if not included, whether it advanced SFTP goals (economic competitiveness, world class infrastructure, healthy environment, and livability); geographic equity (in particular whether the project was located in a community of concern); and nexus with Vision Zero.

For projects not in the SFTP, we evaluated what type of other plan status the project had. The intent of the plan status review is geared toward understanding the level of planning and technical work that has been done on the project, the amount of agency and public vetting, and given those factors, whether the project is ready to be called out in PBA as an individual project. Specifically, two key considerations are the likelihood of a project completing a federal environmental process or entering the construction phase before 2021 (before the next PBA update). These are the projects that need to be listed in PBA 2040 or they may be subject to project delays until the next PBA update. Many of the project submittals that were still in the early planning phases can proceed with planning and conceptual engineering until the next PBA update without needing to be called out in PBA.

Assignment of Discretionary Funding to Projects and Programs: After determining which San Francisco projects would need to be listed as individual projects versus being included in a programmatic category, the next

step was assigning our \$8.376 billion initial local discretionary budget toward local San Francisco projects and programmatic categories, as well as certain regional projects. Consistent with MTC guidance, we also developed recommended asks for regional discretionary funds. Attachment 2 summarizes how we distributed the \$8.376 billion between San Francisco projects, programmatic categories and regional projects. It also shows a total proposed ask of \$1.407 billion in regional discretionary funds. With respect to the latter, it is important to point out the top performing projects emerging from PBA's project performance evaluation are the individual projects with the best chance of receiving regional discretionary funds in PBA. Many of the projects we will be seeking regional discretionary funds for were also high performers in the 2013 PBA, something which is called out in the Notes column in Attachments 3 and 4. Generally, we assigned the same amount of regional discretionary funds to high performers in 2013 PBA and for new projects we looked to comparable projects in San Francisco and the region, considered federal match ratios, and how well the project meshed with MTC/ABAG's PBA 2040 goals and targets to inform our suggested regional ask.

Lastly, it is important to caveat that the regional project list (Attachment 4) may be missing projects and in some cases cost and funding information. This is because the regional transit operators and project sponsors submit projects through MTC. However, we have been communicating with the project sponsors and have included most of what we anticipate will be of interest to San Francisco in Attachment 4. Assigning local funds to regional projects demonstrates an existing commitment to the project and/or indicates a level of local support that can help encourage the region to put in matching regional discretionary funds.

Next we filled shortfalls within San Francisco local projects (see Attachment 3, Proposed SF Local Discretionary Funds column) and then distributed the remainder to the programmatic categories in Attachment 5. For the programmatic categories, we considered historic funding patterns, T2030 proposals, needs assessments from SFTP and other sources, and filled gaps where we anticipated larger needs than in the past (e.g. Transportation Demand Management). Most noteworthy, we proposed the largest discretionary funding amounts to transit (\$2.125 billion) and local streets of roads state of good repair (\$0.909 billion). Note that the committed funding information is not yet shown for these two programs because MTC is separately compiling this information which is anticipated to be available in draft form next month.

Coordinated San Francisco Long-Range Planning Effort: Through the San Francisco Municipal Transportation Agency (SFMTA)-led Rail Capacity Strategy, the MTC-led Bay Area Core Capacity Transit Study, Planning Department's Railyard Alternatives and I-280 Access Boulevard Feasibility (RAB) Study, various BART-led efforts, and public outreach, staff and stakeholders identified a number of major capital project ideas that merited consideration, with a particular focus on increasing capacity of the transit system throughout the city, including transit expansion. Most of these ideas are in preliminary stages and will require further planning and analysis to help develop project scopes, estimate costs, evaluate benefits, and seek public and policy maker input on concepts. We are proposing to contribute local discretionary funds to several projects/programs that will allow BART, Caltrain, SFMTA, and others to advance planning, conceptual engineering, and environmental design work on priorities emerging from these planning processes. We are also seeking regional discretionary funds for these efforts as well given their strong linkage to core capacity needs and PDAs.

Next Steps: A final project list must be submitted to MTC by the end of October. It is important to note that neither the project priorities that the Transportation Authority submits to MTC for consideration nor the recommended discretionary funding amounts are guaranteed to be included in Plan Bay Area 2040. The uncertainty is most relevant for new capacity changing projects over \$100 million dollars that

are not fully locally funded (and therefore subject to MTC's performance evaluation) and for regional discretionary fund asks, which are subject to MTC approval. MTC will perform a detailed project evaluation between October 2015 and January 2016 that will inform its alternatives analysis and investment trade-off discussions in early 2016, leading to identification of a preferred investment strategy in spring 2016.

Throughout the Plan Bay Area 2040 process (anticipated to last through mid-2017) we will continue to work with our CAC and Commissioners, project sponsors, stakeholders, and local and regional partners to advocate for inclusion of San Francisco's priorities as guided by the policies and advocacy strategies outlined in Attachment 1.

The schedule in Attachment 6 calls out key milestones and opportunities for the public to provide feedback on the proposed PBA 2040 list of projects and programs.

ALTERNATIVES

1. Recommend approving the San Francisco Advocacy Goals and Objectives and Project List for Plan Bay Area 2040, as requested.
2. Recommend approving the San Francisco Advocacy Goals and Objectives and Project List for Plan Bay Area 2040, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its September 30 meeting and adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

There are no impacts to the Transportation Authority's adopted Fiscal Year 2015/16 budget associated with the recommended action.

RECOMMENDATION

Recommend approving the San Francisco Advocacy Goals and Objectives and Project List for Plan Bay Area 2040.

Attachments (6):

1. San Francisco Goals and Advocacy Objectives
2. Summary of Proposed Discretionary Funding Requests and Contributions
3. Final Draft List of San Francisco Projects
4. Final Draft List of Regional Projects
5. Final Draft List of San Francisco Programmatic Categories
6. Call for Projects Schedule

Attachment 1
Plan Bay Area (PBA) 2040 – Draft San Francisco Goals and Objectives

FINANCIAL

1. Ensure all San Francisco projects and programs that need to be in the 2017 PBA are included.

This includes:

- Projects that need a federal action (e.g. NEPA approval) or wish to seek state or federal funds before 2021 when the next PBA will be adopted.
- Projects that trigger federal air quality conformity analysis (e.g., projects that affect demand and/or change transit or roadway capacity and can be modeled).
- Note: most projects can be included in programmatic categories.

2. Advocate strongly for more investment in transit core capacity and transit state of good repair.

- Reach out to the “Big 3 Cities” accepting most of the job and housing growth in PBA and to the largest transit operators to develop a unified set of advocacy points and funding strategies for existing and new revenue sources (e.g. advocate for transit’s inclusion in new revenue measures being considered in the Extraordinary Legislative session).
- **Core Capacity Transit Study (CCTS)** - Advocate for regional discretionary funds to advance planning and evaluation of recommendations that emerge from the CCTS. Examples of projects under consideration include HOV lanes on the Bay Bridge for buses and carpools; BART/Muni tunnel turnbacks, crossover tracks or other operational improvements; and a second transbay transit crossing.
- **Cap and Trade** – Advance San Francisco priorities through a revised regional cap and trade framework that accounts for higher than anticipated revenues and insights gained from first programming cycles. Support SFMTA’s efforts to secure funds from the Transit and Intercity Rail Capital Program (TIRCP) to pay back light rail vehicle loans/advances from MTC.
- Seek confirmation of existing regional endorsements for Federal Transit Administration **New Starts/Small Starts/Core Capacity funds** (e.g. Downtown Extension) and new endorsements (e.g. Geary BRT).
- **Prioritize transit SOGR and core capacity for new revenue sources** (See #3).
- **Blended High Speed Rail (HSR)/Caltrain Service** – Continue to advocate for platform height compatibility and for the extension of Caltrain to the Transbay Transit Center, the northern terminus of HSR. Coordinate with San Mateo, Santa

Attachment 1

Plan Bay Area (PBA) 2040 – Draft San Francisco Goals and Objectives

Clara, Caltrain and the California High Speed Rail Authority to plan and prioritize the Blended HSR/Caltrain project for federal, state and regional funds.

3. **Increase share of existing revenues going toward San Francisco priorities** (bigger pie wedge)
 - **OBAG** – Advocate to put greater weight on actual housing production and on planned and produced affordable housing within the existing OBAG formula (consistent with initial MTC staff proposal for OBAG Cycle 2).
 - Revisit **Transit Performance Initiative** program focus (e.g. consider including medium-scale transit projects such as crossovers in addition to small-scale improvements it currently funds) and advocate for better integration with the Freeway Performance Initiative (e.g. build into definition of Managed Lanes Implementation Plan (MLIP)).
 - Press for multimodal corridor approach to **Freeway Performance Initiative** and inclusion of San Francisco freeway managed lanes projects in the MLIP, as well as inclusion of SFgo and Treasure Island tolling infrastructure in MTC's Active Operations Management Program, Target **regional discretionary funds** for high performing projects and regionally significant San Francisco projects (e.g. Better Market Street, express lanes, late night transportation services, regional express bus)
4. **Advocate for new federal/state/regional revenues through PBA** (grow the pie)
 - Regional Gas Tax
 - RM3 – bridge toll
 - BART 2016 measure
 - State Extraordinary Legislative Session
 - State Road User Charge
 - Federal surface transportation bill advocacy

POLICY

1. **Vision Zero** - Increase eligibility of Vision Zero projects (including local streets and roads and San Francisco freeway segments/ramps) and project elements in existing and new fund programs and elevate as a funding priority within regional fund programs.
2. **Continue to support performance based decision-making** – This includes continuing to advocate for establishing a transit crowding metric or otherwise better capturing transit crowding in Plan Bay Area's performance evaluation, given that transit crowding is a significant transit core capacity issue.
3. **Economic Performance** – Provide San Francisco input to shape and lead on regional policy on economic performance, including goods movement. Build off of Bay Area Council

Attachment 1
Plan Bay Area (PBA) 2040 – Draft San Francisco Goals and Objectives

Institute's work on this goal area, which is also related to the Prosperity Plan and MTC's work on goods movement.

4. **Equity issues** (Develop San Francisco policy recommendations related to the following equity issues in PBA, many of which overlap.)
 - **Access to transportation** – Build off of Late Night Transportation Study, Prosperity Plan
 - **Affordability** – Build off of MTC study on a means-based regional pass/discount; BART university pass/discount and identify sustainable fund sources
 - **Communities of Concerns** – Advocate for money to continue MTC's Community Based Transportation Planning grant program; support more funds for the Lifeline Transportation Program
 - **Housing/Displacement** – How should concerns about displacement be reflected in PBA goals, objectives, and policy? Should we push for PDA and PDA-like areas region-wide to take on more of a fair share of growth? There is also an argument that non-PDA areas should also take on more housing for fair access to schools, etc.
5. **Project Delivery** – Seek legislative changes to support Public Private Partnerships, CM/GC and tolling authority and to streamline project delivery.
6. **Sea Level Rise/Adaption** – Support the City's ongoing Sea Level Rise Resiliency Program, which includes a suite of planning and implementation efforts coordination with regional and local partners. Help shape the regional policy framework.
7. **Shared Mobility** – To the extent PBA address this topic, provide San Francisco input to shape and lead on regional policy on shared mobility.

Attachment 2
Plan Bay Area 2040 - Summary of Proposed Discretionary Funding Requests and Contributions
 All numbers in \$YOE millions.

All numbers in \$YOE millions					
Proposed Assignment of Funds	Project Cost	Committed Funds	Proposed Regional Discretionary Request fo SF Projects	Proposed SF Local Discretionary Contribution	
SF Projects	\$ 13,047.1	\$ 8,085.7	\$ 1,407.1	\$ 3,554.4	
Regional projects	\$ 23,994.3	\$ 8,751.0		\$ 562.9	
Programmatic categories	\$ 4,750.0	\$ 490.2		\$ 4,258.8	
Total	\$ 41,791.4	\$ 17,326.8	\$ 1,407.1	\$ 8,376.1	
NOTE: Does not include funding already committed for transit and local streets and roads state of good repair projects.					
Preliminary SF Local Discretionary Target (not financially constrained)					
				\$ 8,376.1	
				\$ 0.0	

Attachment 3
Plan Bay Area 2040 - List of San Francisco Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
1	BART	Rail Capacity Long Term Planning and Conceptual Design - BART	Planning and conceptual engineering for study of major corridor and infrastructure investments along existing and potential expansion rail corridors that either expand the system or provide significant increases in operating capacity to the existing rail system. Will be informed by the Core Capacity Transit Study.	citywide	\$ 30.0	\$ -	\$ 30.0		
2	Caltrain	Rail Capacity Long Term Planning and Conceptual Design - Caltrain	Planning and conceptual engineering for study of major corridor and infrastructure investments along existing and potential expansion rail corridors that either expand the system or provide significant increases in operating capacity to the existing rail system (e.g. grade separations, Caltrain Modernization Phase 2). Will be informed by the Core Capacity Transit Study.	citywide	\$ 10.0	\$ -	\$ 10.0		
3	Port of San Francisco	Establish new ferry terminal at Mission Bay 16th Street	Establish new Ferry terminal to serve Mission Bay and Central Waterfront neighborhoods	10	\$ 17.0	\$ 0.1	\$ 16.9		Regional service-O&M costs assumed to be covered by WETA
4	SF Planning	Balboa Reservoir Street Network	Includes a new street network throughout the Balboa Reservoir site. Exact street alignments TBD.	7	\$ 16.0	\$ 16.0			Fully Funded
5	SF Planning	Central SoMa Plan Street Network Changes	Includes significant changes to roadway configurations for Howard, Folsom, Harrison, Bryant, Brannan, 3rd and 4th Streets, including sidewalk widening, addition of new signalized mid-block crosswalks, reduction in general auto lanes, creation of dedicated transit lanes, addition of bicycle lanes, and other changes.	6	\$ 140.0	\$ 140.0			Fully Funded
6	SF Planning	Central Waterfront/Pier 70 Street Network	Includes a new street network throughout the adjacent Pier 70 and Potrero Power Plant sites - combined 50+ acres east of Illinois Street --, including traffic calming pedestrian and bike network, and transit/shuttle stops.	10	\$ 58.0	\$ 58.0			Fully Funded
7	SF Planning	Great Highway/Sloat/Ocean Beach Circulation Changes: Southern Portion	Reroute the Great Highway behind the zoo via Sloat and Skyline Boulevards: Close the Great Highway south of Sloat and replace it with a coastal trail; Reconfigure Sloat and key intersections to create a safer, more efficient street; Consolidate street parking, and bicycle access along the south side of Sloat.	4, 7	\$ 28.0	\$ -	\$ 28.0		
8	SF Planning	HOPE SF (Sunnydale and Potrero) Street Networks	Includes new and realigned street networks throughout the two remaining HOPE SF sites (Sunnydale and Potrero), including traffic calming pedestrian and bike network, and transit/shuttle stops.	10	\$ 31.0	\$ -	\$ 31.0		

Attachment 3
Plan Bay Area 2040 - List of San Francisco Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
9	SF Planning	India Basin Roadway Transportation Improvements	Includes potential realignment and improvements on Innes Avenue, Hudson Ave., Hunters Point Boulevard, and Jennings St. to calm traffic and improve pedestrian, transit, and bicycle safety and connectivity. Also includes segments of Bay Trail.	10	\$ 16.0	\$ 5.0	\$ 11.0		
10	SF Planning	Mission Rock (SWL 337) Street Network	Includes a new street network throughout the Seawall Lot 337 development site, including traffic calming pedestrian and bike network, and transit/shuttle stops, as well as consolidation and replacement of the existing 2,300 car parking on site into a single garage.	6	\$ 58.0	\$ 58.0			Fully Funded
11	SF Planning	Railyard Alternatives and I-280 Boulevard Program - Planning and Conceptual Design	This program studies the SE quadrant of San Francisco marrying land use and transportation needs for both existing and future scenarios. The study evaluates potential realignment of the Caltrain Downtown Extension, tear down of I-280 and associated local street network improvements, relocation or reduced footprint of the Caltrain rail yard at 4th and King, and associated land use opportunities.	6, 10	\$ 4.0	\$ 1.8	\$ 0.4	\$ 1.8	Strong PDA linkage. Regionally significant.
12	SF Planning	Rincon Hill Street Plan Network Changes	Includes significant changes to roadway configuration for Harrison, Spear, Main, Beale, Fremont, & 1st Streets - sidewalk widening, addition of new signalized mid-block crosswalks, reduction in general auto lanes, addition of bike lanes, conversion of one-way streets to two-way operation, and other changes.	6	\$ 37.0	\$ 15.0	\$ 22.0		
13	SF Planning	Schlage Lock Development Street Network	Includes a new street network throughout the Schlage Lock site, setting up possible future connections south to Brisbane Baylands.	10	\$ 28.0	\$ 28.0			Fully Funded
14	SF Planning	Transit Center District Plan and Transbay Redevelopment Plan Street Network Changes	Includes significant changes to roadway configurations for Mission, Howard, Folsom, Spear, Main, Beale, Fremont, 1st, Essex, and Hawthorne Streets, including sidewalk widening, addition of new signalized mid-block crosswalks, reduction in general auto lanes, creation of dedicated transit lanes, addition of bicycle lanes, conversion of one-way streets to two-way operation, and other changes.	6	\$ 209.0	\$ 209.0			Fully Funded
15	SF Public Works	Bayview Transportation Improvements	Implement direct access routes from US 101 to the Hunters Point Shipyard. Improvements will include repaving existing roadway and adding new curbs, curb ramps, sidewalks, street lighting, trees and route signage.	10	\$ 39.0	\$ 10.9	\$ 28.1		

Attachment 3
Plan Bay Area 2040 - List of San Francisco Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
16	SF Public Works	Better Market Street - Transportation Elements	Improve Market Street between Steuart Street and Octavia Boulevard. Includes resurfacing, sidewalk improvements, way-finding, lighting, landscaping, transit boarding islands, transit connections, traffic signals, transportation circulation changes, and utility relocation and upgrade.	3, 5, 6	\$ 415.0	\$ 225.0		\$ 190.0	High performer in Plan Bay Area
17	SF Public Works	Hunters Point Shipyard and Candlestick Point Local Roads Phase 1	Build new local streets within the Hunters Point Shipyard and Candlestick Point area.	10	\$ 501.0	\$ 455.7	\$ 45.3		
18	SF Public Works	Mission Bay New Roadway Network	New roads, extensions and widening of existing roads within the Mission Bay neighborhood, completing the street grid.	6	\$ 118.0	\$ 96.4	\$ 21.6		
19	SF Public Works	Re-build and widen Harney Way	Re-build existing Harney Way and widen to 8 lanes; add bike lanes and sidewalks. Supports the Geneva-Harney Bus Rapid Transit Project. Project limits: US 101 to Jamestown.	10	\$ 27.0	\$ 25.0	\$ 2.0		
20	SF Public Works	Southeast Waterfront Transportation Improvements - Phase 1	Create a 5 mile multi-modal corridor of streets, transit facilities, pedestrian paths, and dedicated bicycle lanes to link the Candlestick/Hunters Point Shipyard project area to BART, T-Third light rail, Caltrain, local bus lines and future ferry service. A BRT system would use exclusive transit right-of-way, station and shelter facilities, and transit signal priority infrastructure.	10	\$ 271.0	\$ 245.8	\$ 25.2		
21	SFCTA	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	This project will study and implement closure of the northbound I-280 on-ramp from Geneva Avenue to improve safety. Closure of the ramp would initially be done as a pilot project, if possible, depending on the results of traffic studies. The linked on-ramp from Ocean Avenue would remain open.	11	\$ 6.0	\$ 0.1	\$ 5.9		
22	SFCTA	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	This project will realign the existing uncontrolled southbound I-280 off-ramp to Ocean Avenue into a T-intersection and construct a new traffic signal and crosswalk on Ocean Avenue to control the off-ramp.	11	\$ 11.0	\$ 0.7	\$ 10.3		
23	SFCTA	Downtown Value Pricing/Incentives - New Transportation Infrastructure to Support Congestion Pricing	A set of street improvements to support to support the anticipated mode shift to walking, bicycling, and transit with the implementation of congestion pricing.	3, 6	\$ 84.0	\$ 84.0			Fully Funded

Attachment 3
Plan Bay Area 2040 - List of San Francisco Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
24	SFCTA	Downtown Value Pricing/Incentives - Pilot	Implementation of a demonstration value pricing (tolls and incentives) program in the San Francisco downtown area	3, 6	\$ 132.0	\$ 50.2	\$ 27.8	\$ 54.0	High performer in Plan Bay Area
25	SFCTA	Downtown Value Pricing/Incentives - Transit Service Package	Increased frequencies of transit service to support value pricing pilot	3, 6	\$ 572.0	\$ 572.0			Fully Funded
26	SFCTA	HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco	Phase 1: Convert an existing mixed traffic lane and/or shoulder/excess ROW in each direction to HOV 3+ lanes on US 101 from SF/SM County line to I-280 interchange and on I-280 from US 101 interchange to 6th Street offramp to enhance carpool and transit operations during peak periods. Phase 2: Convert Phase 1 HOV lanes to HOT/Express Lanes Express transit to be funded with HOT lane revenues.	5, 6, 8, 9, 10, 11	\$ 43.0	\$ 0.3	\$ 21.4	\$ 21.3	
27	SFCTA	Presidio Parkway	Reconstruct Doyle Drive with standard lane widths, shoulders, and a median barrier. Reconstruct interchange at State Route 1 and State Route 101 and add an auxiliary lanes between this interchange and Richardson Avenue. The typical lane width of the roadway will be increased to 11 feet, with an outside lane width of 12 feet to accommodate buses. Usable outside shoulders will be added to improve emergency response and provide a refuge for disabled vehicles. Transit access will be improved through the provision of extended bus bays near Gorgas Avenue to accommodate multiple transit providers, and well defined pedestrian routes.	2	\$ 1,595.0	\$ 1,595.0			Fully Funded
28	SFCTA	Regional/Local Express Bus to Support Express Lanes in SF	A 5-year regional/local express bus pilot to provide service to/from downtown San Francisco to/from San Francisco neighborhoods, Marin, Contra Costa, Alameda, San Mateo and Santa Clara counties to complement other freeway corridor management strategies. Some service to be funded with HOT lane revenues. See HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco project. Includes vehicles.	citywide	capital: \$ 23.0 operating: \$ 114.0	\$ 50.0	\$ 17.4	\$ 69.6	Expected high performer. Supports MTC managed lanes focus.

Attachment 3
Plan Bay Area 2040 - List of San Francisco Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
29	SFCTA	San Francisco Late Night Transportation Improvements	New routes and increased frequency for all-night regional and local bus service, including Muni, AC Transit, Golden Gate Transit, and SamTrans routes.	citywide	\$ 52.0	\$ -	\$ 10.4	\$ 41.6	Supports MTC equity targets. Regionally significant.
30	SFCTA	San Francisco Transit Performance Initiative	Capital improvements to improve transit efficiency and performance at key intersections or choke points in San Francisco's transit network. Improvements or enhancements could include rail or bus operational and efficiency improvements (e.g. passing tracks, intersection reconfiguration).	citywide	\$ 95.0	\$ -	\$ 95.0	\$ -	San Francisco portion to serve as local match to regional TPI funds.
31	SFCTA	Southeast San Francisco Caltrain Station	Caltrain infill station to replace Paul Ave Station in Southeast San Francisco (e.g. Oakdale).	10	\$ 45.0	\$ 5.6	\$ 39.4	\$ -	
32	SFCTA	Treasure Island Mobility Management Program: Congestion Toll	Introduce a new congestion toll on the entrances to, and exits from, Treasure Island and the San Francisco-Oakland Bay Bridge consistent with development plan.	6	\$ 118.0	\$ 107.0	\$ 3.0	\$ 8.0	High performer in Plan Bay Area
33	SFCTA	Treasure Island Mobility Management Program: Expanded Transit Service	New ferry service between San Francisco and Treasure Island; AC Transit service between Treasure Island and Oakland; shuttle service on-Island; bike share on-Island; priced-managed parking on-Island; Travel Demand Management program.	6	\$ 846.0	\$ 846.0	\$ -	\$ -	Fully Funded
34	SFCTA	Treasure Island Mobility Management Program: Transit Capital	New ferry terminal, bus transit vehicles, and shuttle vehicles to serve Treasure Island and Yerba Buena Islands.	6	\$ 65.0	\$ 42.0	\$ 5.0	\$ 18.0	High performer in Plan Bay Area
35	SFCTA	Vision Zero Ramp Improvements	This project would improve safety for all users on freeway ramps and at ramp intersections within San Francisco county, focusing on the intersections with the highest numbers of collisions, especially severe and fatal collisions. This may include lower cost signal timing and striping treatments at certain locations as well as major ramp reconfigurations at others.	5, 6, 8, 9, 10, 11	\$ 43.0	\$ -	\$ 15.0	\$ 28.0	Supports MTC managed lane focus. Regionally replicable.

Attachment 3
Plan Bay Area 2040 - List of San Francisco Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
36	SFCTA	Yerba Buena Island (YBI) I-80 Interchange Improvement	Includes two major components: 1) On the east side of the island, the I-80/YBI Ramps project will construct new westbound on- and off-ramps to the new Eastern Span of the Bay Bridge; 2) On the west side of the island, the YBI West-Side Bridges Retrofit project will seismically retrofit the existing bridge structures.	6	\$ 168.0	\$ 168.0			Fully Funded
37	SFMTA	Arena Transit Capacity Improvements	Identifies transit improvements needed to accommodate growth in Mission Bay. Improvements might include track crossovers to allow for trains to be staged; a 6-inch raised area along existing tracks; a platform extension to accommodate crowds; other trackway modifications; and a traction power study to ensure that the power grid can accommodate a large number of idling vehicles.	6	capital: \$ 45.0 operating: \$ 92.0	\$ 137.0			Fully Funded
38	SFMTA	Bayshore Station Multimodal Planning and Design	Planning, Preliminary Engineering, and Environmental Review to relocate the Bayshore Caltrain station. The project would also include inter-modal facilities and additional supporting structures and utilities.	10	\$ 13.0	\$ -	\$ 13.0		
39	SFMTA	EN Trips: 16th Street Corridor Improvements	Implement transit priority treatments for the 22-Fillmore route along 16th Street between the intersection of Church and Market Streets and a new terminal in Mission Bay. Treatments include transit-only lanes, transit stop optimization, bus bulbs, boarding islands, and traffic and turn lane modifications, and pedestrian safety improvements in support of Vision Zero. Previously part of RTP project 240158.	6, 8, 9, 10	\$ 69.0	\$ 47.0	\$ 22.0		
40	SFMTA	EN Trips: 7th and 8th Street Improvements	Streetscape improvements that would remove one travel lane on 7th and 8th Streets between Harrison and Market Streets in order to add pedestrian improvements and buffered bicycle lanes. Previously part of RTP project 240158.	6	\$ 9.0	\$ -	\$ 9.0		

Attachment 3
Plan Bay Area 2040 - List of San Francisco Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
41	SFMTA	EN Trips: Folsom and Howard Street Improvements	Implement streetscape improvements on Folsom Street between 5th and 11th Streets and on Howard Street between 4th and 11th Streets. On Folsom Street, a bi-directional cycle track, new transit bulbs and bus bulbs at intersections, and new signals would be implemented. Howard Street would be restriped from 4 to 3 car lanes, with a buffered bicycle lane. Previously part of RTP project 240158.	6	\$ 44.0	\$ 25.0	\$ 19.0		
42	SFMTA	Expand SFMTA Transit Fleet	This project entails expansion of the SFMTA transit fleet and needed facilities to house and maintain transit vehicles. The purpose is to meet projected future transit demand, as indicated in the SFMTA Transit Fleet Plan. It will facilitate the future provision of additional service through the procurement of additional vehicles as well as the development of needed modern transit facilities.	citywide	capital: \$ 1,093.0 operating: \$ 584.1	\$ 398.0	\$ 959.1	\$ 320.0	
43	SFMTA	Geary Boulevard Bus Rapid Transit	Implement Geary Bus Rapid Transit (BRT) to improve service between Market Street and Point Lobos Avenue. This proposal includes dedicated bus lanes, enhanced platforms, new bus passing zones, adjustments to local bus stops, turn lane restrictions, new signalization with Transit Signal Priority, real-time arrival information, low-floor buses, and safety improvements in support of Vision Zero.	1, 2, 3, 5, 6	capital: \$ 300.0 operating: \$ 174.0	\$ 57.0	\$ 342.0	\$ 75.0	Assumes \$75 million in FTA Small Starts
44	SFMTA	Geneva Light Rail Phase I: Operational Improvements	Extend light rail track 2.7 miles along Geneva Avenue from the Green Railway to Bayshore Boulevard and then to the existing T-Third terminus at Sunnydale Station. Project would deliver increased operational flexibility, system resiliency, and provide southern east west connection for the rail system. Project phase shown is for non-revenue service. Revenue service will be evaluated separately as part of the proposed Rail Capacity Long Term Planning and Conceptual Design project.	citywide	\$ 270.0	\$ -	\$ 270.0		

Attachment 3
Plan Bay Area 2040 - List of San Francisco Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
45	SFMTA	Geneva-Harney Bus Rapid Transit	Provides exclusive bus lanes, transit signal priority, and high-quality stations along Geneva Avenue (from Santos St to Executive Park Blvd), Harney Way, and Crisp Avenue, and terminating at the Hunters Point Shipyard Center. The project includes pedestrian and bicycle improvements in support of Vision Zero and connects with Muni Forward transit priority improvements west of Santos Street.	10, 11	capital: \$ 104.0 operating: \$ 152.0	\$ 49.0	\$ 207.0		
46	SFMTA	Historic Streetcar Extension - Fort Mason to 4th & King	The project would extend historic streetcar service by extending either the E-line or the F-line service from Fisherman's Wharf to Fort Mason, using the historic railway tunnel between Van Ness Ave. and the Fort Mason Center. The project will seek non-transit specific funds and will seek to improve the historic streetcar operation as an attractive service for tourists and visitors.	2, 3, 6	capital: \$ 61.0 operating: \$ 26.0	\$ 4.0		\$ 83.0	Seeking non-transportation funding for project (e.g. National Park Service).
47	SFMTA	Muni Forward (Transit Effectiveness Project)	Includes transit priority improvements along Rapid and High Frequency transit corridors, service increases, transfer and terminal investments, overhead wire changes, and street improvements in support of Vision Zero. Transit priority treatments include bus-only-lanes, bus bulbs, queue jumps, transit stop optimization and other treatments described in the Transit Preferential Streets Toolkit.	citywide	capital: \$ 382.0 operating: \$ 134.0	\$ 208.0	\$ 268.0	\$ 40.0	High performer in Plan Bay Area.
48	SFMTA	Muni Metro/M-Line/19th Avenue Core Capacity Project	Increase the capacity and reliability of the Muni Metro subway by transforming the M-Ocean View into a high-capacity 4-car train line. Includes grade-separation between West Portal and Parkmerced; line re-alignment to serve Parkmerced TOD; re-design of 19th Ave (Eucalyptus to Junipero Serra) with multimodal improvements in support of Vision Zero; and capacity improvements to Muni Metro Subway.	3, 4, 5, 6, 7, 8, 9, 10, 11	\$ 1,150.0	\$ 76.0	\$ 644.4	\$ 429.6	Likely high performer, will be vetted through Core Capacity Transit Study.

Attachment 3
Plan Bay Area 2040 - List of San Francisco Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
49	SFMTA	Parkmerced Street Network	To improve transit, walking, automobile circulation and biking to serve a new mixed-use development. Project includes: a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle stops.	7	\$ 60.0	\$ 60.0			Fully Funded
50	SFMTA	Rail Capacity Long Term Planning and Conceptual Design - SFMTA	Planning and conceptual engineering for study of major corridor and infrastructure investments along existing or planned rail corridors of the Muni light rail system (e.g. T-Third rail extension to Fisherman's Wharf, Geneva Avenue rail service, Geary Avenue Light Rail Transit, Upper Market to Mission Bay/SOMA Light Rail Transit, under-grounding existing rail lines).	citywide	\$ 245.0	\$ -	\$ 245.0		
51	SFMTA	Road Diets for Bike Plan (includes conversion of traffic lanes for bicycle network improvements)	Conversion of travel lanes from automobile use for enhanced bicycle network improvements and traffic calming efforts.	citywide	\$ 1.0	\$ -	\$ 1.0		
52	SFMTA	SFgo Integrated Transportation Management System	SFgo is San Francisco's Citywide ITS program. It identifies signalized and non-signalized intersections located along arterials and the Muni transit system and prioritizes them for ITS upgrades, such as controllers, cabinets, transit signal priority, fiber optic or wireless communications, traffic cameras, and variable message signs. Also improves arterial safety and pedestrian safety.	citywide	\$ 89.0	\$ 55.0	\$ 6.8	\$ 27.2	SFgo received regional discretionary funds in Plan Bay Area because of its managed lanes link.
53	SFMTA	SFpark Project Expansion	Expand the SFpark parking management program to strategic areas in San Francisco with cutting edge occupancy sensors, additional signage, marketing and information resources, and with expanded parking management software and database technology.	citywide	\$ 26.0	\$ -	\$ 26.0		
54	SFMTA	Treasure Island Intermodal Terminal	Terminal and layover facilities for Treasure Island SFMTA bus service.	6	\$ 3.0	\$ 3.0			Fully Funded
55	SFMTA	Treasure Island/Yerba Buena Island Street Network	To improve transit, walking, automobile circulation and biking to serve a new mixed-use development. Project includes: a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle stops.	6	\$ 56.0	\$ 56.0			Fully Funded

Attachment 3
Plan Bay Area 2040 - List of San Francisco Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	District	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	SF's Proposed Regional Discretionary Funds Ask	Notes
56	SFMTA	T-Third Mission Bay Loop	Connect the rail turnouts from the existing tracks on Third Street at 18th and 19th Streets with additional rail and overhead contact wire system on 18th, Illinois and 19th Streets. The loop would allow trains to turn around for special events and during peak periods to accommodate additional service between Mission Bay and the Market Street Muni Metro.	10	\$ 7.0	\$ 7.0			Fully Funded
57	SFMTA	T-Third Phase II: Central Subway	Extends the Third Street Light Rail line north from King Street along Third Street, entering a new Central Subway near Bryant Street and running under Geary and Stockton Streets to Stockton & Clay Streets in Chinatown. New underground stations will be located at Moscone Center, Third & Market Streets, Union Square, and Clay Street in Chinatown. Includes procurement of four LRVs.	3, 6	\$ 1,578.0	\$ 1,578.0			Fully Funded
58	SFMTA	Van Ness Avenue Bus Rapid Transit	Implement Van Ness Avenue Bus Rapid Transit (Van Ness BRT) to improve approximately two miles of a major north-south urban arterial in San Francisco. Project would include a dedicated lane for BRT buses in each direction between Mission and Lombard Streets. There will be nine BRT stations, with platforms on both sides for right-side passenger boarding and drop-off.	2, 3, 5, 6	\$ 215.0	\$ 215.0			Fully Funded
		Total			\$ 13,047.1	\$ 8,085.7	\$ 3,554.4	\$ 1,407.1	

Attachment 4
Plan Bay Area 2040 - List of Regional Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	Regional Discretionary Funds Requested by Sponsoring Agency	Notes
59	AC Transit	Bay Bridge Contraflow Lane	This project would convert an existing lane on the Bay Bridge to a contraflow lane and add associated infrastructure. This would improve transbay bus travel times as well as reliability	\$ 167.0			\$ 167.0	See SFCTA's Core Capacity Implementation - Planning and Conceptual Engineering project
60	BART	BART Metro Program	Investments in support of the region's Sustainable Communities Strategy, potentially including core system trackway and route service enhancements, capacity improvements at stations and facilities, integrated transit service and expansion of high capacity transit lines. This includes studies of a future Transbay Corridor Rail Crossing.	\$ 1,900.0	\$ -	\$ 25.0	\$ 1,875.0	High performer in Plan Bay Area.
61	BART	BART Rail Vehicle Replacement Program	Purchase 775 rail cars to replace existing aging fleet.	\$ 2,584.0	\$ 2,584.0			
62	BART	BART Security Program	Program will improve or enhance BART security to protect patrons and the BART system. Projects to be implemented include: 1) Emergency Communications; 2) Operations Control Center; 3) Locks & Alarms; 4) Public Safety Preparedness; 5) Structural Augmentation; 6) Surveillance - CIP Track Two Portion; and 7) Weapons Detection Systems.	\$ 250.0	\$ 206.0		\$ 44.0	Funded under programmatic categories.
63	BART	BART Station Access Improvements	Project combines parking, smart growth/TOD, transit connectivity, bicycle, pedestrian, signage and other access modes to meet growing demand for BART services.	\$ 800.0			\$ 800.0	Funded under programmatic categories.
64	BART	BART Station Modernization Program	Investments include systemwide improvements (e.g., wayfinding, lighting, communications, security, surface refinishing, pigeon mitigation, etc.), station modernization (paid area and platform expansion, new restrooms, upgraded systems and communications, lighting, intermodal expansion and upgrades, new elevators, escalators and other vertical circulation, etc.).	\$ 3,733.8			\$ 3,733.8	Funded under programmatic categories.
65	BART	BART Transbay Corridor Core Capacity Project	This project includes new train control system (\$915 million); 306 additional train cars (\$1,622 million); and necessary traction power upgrades (\$100 million).	\$ 2,806.0	\$ 1,306.0	\$ 75.0	\$ 1,425.0	

**Attachment 4
Plan Bay Area 2040 - List of Regional Projects**
All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	Regional Discretionary Funds Requested by Sponsoring Agency	Notes
66	BART	Hayward Maintenance Complex Phase 1	This project will include acquisition and use of four warehouses outside of the current west boundary of the yard. Three of these four existing warehouse structures are proposed for Component Repair, Central Warehouse, and Maintenance & Engineering use, and would be seismically upgraded and retrofitted for BART use, and the fourth would be demolished and a new overhaul shop would be constructed in its place. The existing vehicle inspection area would be enlarged from one bay to four bays. South of Whipple Road work will include additional connecting track, track crossovers, and switches.	\$ 409.2	\$ 409.2			
67	Caltrain	Caltrain At-Grade Crossing Improvements	This project will involve work to improve at-grade crossing safety, signalization, crossing guards, striping, and signage. Project may include but is not limited to the installation of four quad gates at intersections, video monitoring and alarm management systems. Improve performance, reduce pollutants, improve operations, capacity, service and reduce dwell time through electrified/modernized trains and station improvements including: Santa Clara County's share of EMU conversion with longer EMUs, level boardings, and longer platforms.	\$ 3.0	\$ 3.0			See SF Planning's Railyard Alternatives and I-280 Boulevard Program project and Caltrain's Rail Capacity Long Term Planning and Conceptual Design project.
68	Caltrain	Caltrain Modernization (Electrification) Phase 1	This project will be implemented after the PCEP and includes the procurement of additional EMU rolling stock to replace all of Caltrain's diesel fleet with EMUs and to expand all EMU trains to 8-car consists. Diesel service will be maintained between San Jose and Gilroy. The project also includes platform and station modifications to achieve level boarding at 32 Caltrain stations.	\$ 224.0			\$ 224.0	
69	Caltrain	Caltrain Modernization (Electrification) Phase 2	Implementation of access improvements throughout the Caltrain system including bicycle, pedestrian, bus and shuttle improvements as well as parking enhancements. Project also includes station improvements and reconfiguration to remove the "holdout" rule and / or provide (or improve) ADA access at 22nd Street, South San Francisco, Broadway, Atherton and College Park, and other stations.	\$ 727.0			\$ 727.0	See Caltrain's Rail Capacity Long Term Planning and Conceptual Design project.
70	Caltrain	Caltrain Systemwide Access and Station Improvements		\$ 221.0	\$ 104.0		\$ 117.0	Funded under programmatic categories.

Attachment 4
Plan Bay Area 2040 - List of Regional Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	Regional Discretionary Funds Requested by Sponsoring Agency	Notes
71	Caltrain	Caltrain Terminal Improvements	This project includes planned improvements to Caltrain's North and South Terminals. The South Terminal project includes the addition of new mainline track and signal controls both north and south of Diridon Station. The North Terminal project includes the reconfiguration of Caltrain's North Terminal to enhance capacity and improve the efficiency of both rail operations and passenger movements.	\$ 297.0	\$ 1.2		\$ 295.8	Funded under programmatic categories.
72	Caltrain	Caltrain Vehicle Procurement Program	tbd	tbd	tbd	tbd	tbd	We would like to see the rest of Caltrain's fleet electrified to replace diesel vehicles. Supports Core Capacity and could be funded under that entry/program.
73	Caltrain	Peninsula Corridor Electrification Project	The Peninsula Corridor Electrification Project (PCEP) includes the electrification of the Caltrain corridor between San Francisco and San Jose, the procurement of new, Electric Multiple Unit rolling stock, and an increase in the Caltrain service levels.	\$ 1,963.0	\$ 793.2	\$ 20.0	\$ 1,149.8	Existing San Francisco RTIP commitment beyond current \$60 million local SF commitment. Amount tentative pending ongoing MOU discussions.
74	GGBHTD	Gangways and Piers	Golden Gate Ferry facilities in Sausalito, Larkspur and San Francisco are 30 years old and require major rehabilitation. The Gangways and Piers project will replace and rehabilitate fixed guideway connectors, including floats, floating barges, fenders, ramps and gangways, throughout the Golden Gate Ferry system. Total estimated cost is \$112M (2017 dollars)	\$ 112.0			\$ 112.0	\$27.2 million represents San Francisco's share of the project.
75	GGBHTD	Golden Gate Bridge Moveable Median Barrier	Installation of a moveable median barrier on the Golden Gate Bridge to provide a physical separation between opposing directions of traffic.	\$ 45.0	\$ 45.0			Fully funded
76	GGBHTD	Golden Gate Bridge Physical Suicide Deterrent System	The Project proposes to construct a physical suicide deterrent system on the Golden Gate Bridge. It will consist of a horizontal marine-grade stainless steel netting installed along the west and east sides of the Bridge.	\$ 98.0	\$ 98.0			Fully funded
77	GGBHTD	Golden Gate Bridge Rehabilitation Projects	Rehab of the Golden Gate Bridge to maintain a state of good repair. Includes: South Tower access and paint rehab; suspension bridge superstructure/North Tower paint; suspension bridge under deck recoating; floor beam and bracing replacement/ rehab; Bridge pavement repair.	\$ 1,002.0	\$ 441.0		\$ 561.0	

Attachment 4
Plan Bay Area 2040 - List of Regional Projects
 All numbers in \$YOE millions.

	Sponsoring Agency	Project Title	Project Description	Project Cost	Committed Funding	Proposed SF Local Discretionary Funds	Regional Discretionary Funds Requested by Sponsoring Agency	Notes
78	GGBHTD	Golden Gate Bridge Seismic Retrofit Phase 3B	Seismic Retrofit of the Golden Gate Bridge. Phase 3B, which includes the 4,200 foot-long main span, two 1,125 foot-long side spans, the two 746 foot-tall towers, and the south tower pier of the Suspension Bridge and two undercrossing structures at the Bridge toll plaza.	\$ 891.0	\$ 212.0		\$ 679.0	
79	MTC	San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path	This project will construct a bicycle, pedestrian, and maintenance path from downtown San Francisco to Yerba Buena Island. The project is from approximately PM 5.5 to 7.8 on I-80.	\$ 691.0	\$ 10.0		\$ 681.0	
80	SFCTA	Core Capacity Implementation - Planning and Conceptual Engineering	Advance planning and evaluation of recommendations that emerge from the Core Capacity Transit Study. Examples of projects under consideration include HOV lanes on the Bay Bridge for buses and carpools; BART/Muni/Caltrain tunnel turnbacks, crossover tracks, grade separations, or other operational improvements; and a second transbay transit crossing.	\$ 575.0	\$ -	\$ 75.0	\$ 500.0	San Francisco will advocate for MTC to fund core capacity next steps.
81	TJPA	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 1 - Transbay Transit Center)	New Transbay Transit Center built on the site of the former Transbay Terminal in downtown San Francisco serving 11 transportation systems.	\$ 1,899.4	\$ 1,899.4			Subject to change pending outcome of MTC Cost Review.
82	TJPA	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 2 - Caltrain Downtown Extension)	Extension of Caltrain commuter rail service from its current San Francisco terminus at 4th & King Streets to a new underground terminus.	\$ 2,596.0	\$ 639.0	\$ 367.9	\$ 1,589.2	Subject to change pending outcome of MTC Cost Review. Existing San Francisco RTIP commitment of \$17.85 million
83	Transit Operators (all)	Routine Transit Needs	State of good repair, operations, and maintenance programming for transit operators.	To be determined by MTC	To be determined by MTC	See programmatic category for Transit Preservation/Rehabilitation	To be determined by MTC	MTC is evaluating SOGR needs through separate process. Local and regional discretionary amounts will be refined through Plan Bay Area 2040 process.
				\$ 23,994.3	\$ 8,751.0	\$ 562.9	\$ 14,680.6	

¹ Regional transit operator projects and regional projects are submitted directly to MTC. This list includes both existing Plan Bay Area projects and proposed new Plan Bay Area 2040 projects.

Attachment 5

Plan Bay Area 2040 - List of San Francisco Programmatic Categories

All numbers in \$YOE millions.

	Purpose	Programmatic Category	Project Cost	Committed Funding	Local Discretionary Funds
1	Operations	Routine Local Road Operations and Maintenance	\$ 52.0	\$ 52.0	\$ -
2	Preservation	Local Road Preservation/Rehabilitation ¹	\$ 909.0	\$ -	\$ 909.0
3	Preservation	Transit Preservation/Rehabilitation ¹	\$ 2,125.0	\$ -	\$ 2,125.0
4	System Management	Emission Reduction Technology (e.g. Transportation Fund for Clean Air projects)	\$ 2.0	\$ 2.0	\$ -
5	System Management	Local Road Intersection Improvements	\$ 141.0	\$ 70.3	\$ 70.7
6	System Management	Local Road Safety and Security	\$ 165.0	\$ 86.2	\$ 78.8
7	System Management	Minor Transit Improvements	\$ 201.0	\$ 35.9	\$ 165.1
8	System Management	Multimodal Streetscape Improvements	\$ 293.0	\$ 91.5	\$ 201.5
9	System Management	Planning	\$ 47.0	\$ 15.0	\$ 32.0
10	System Management	Transit Management Systems	\$ 8.0	\$ 6.0	\$ 2.0
11	System Management	Transit Safety and Security	\$ 98.0	\$ 6.3	\$ 91.7
12	System Management	Travel Demand Management	\$ 65.0	\$ 15.0	\$ 50.0
13	Expansion	New Bike/Pedestrian Facility ²	\$ 644.0	\$ 110.0	\$ 533.0
			\$ 4,750.0	\$ 490.2	\$ 4,258.8

¹This row shows proposed local discretionary funds for transit and local streets and roads state of good repair. MTC is conducting a separate needs assessment and compiling information on committed funding by operator and by jurisdiction.

² Generally projects that change transit or roadway capacity and can be modelled have to be called out as individual project in Plan Bay Area for air quality conformity purposes. Minor bike and ped expansion projects can be included in programmatic categories.

Attachment 6
Plan Bay Area 2040 - Schedule

Plan Bay Area 2040 Call for Projects Schedule¹	
September 2, 2015	CAC - information
September 19, 2015	Plans and Programs Committee – information
September 30, 2015	CAC – action
October 20, 2015	Plans and Programs Committee - action
October 27, 2015	Transportation Authority Board - action
October 30, 2015	CMA project priorities due to MTC
October 2015 - January 2016	MTC project evaluation
Early 2016	MTC Plan Bay Area alternatives analysis
Spring 2016	MTC to release Plan Bay Area preferred investment strategy

¹Please see the SFCTA's Plan Bay Area 2040 website for meeting times, locations and additional details:
<http://www.sfcta.org/rtpsftp-call-projects>



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Memorandum

Date: 10.13.15 **RE:** Plans and Programs Committee
October 20, 2015

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

From: Rachel Hiatt – Interim Co-Deputy Director for Planning *RH*

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Adopting the Transportation Demand Management Partnership Project Final Report Factsheets

Summary

For the past three years, the Transportation Authority, in partnership with the San Francisco Planning Department, the San Francisco Municipal Transportation Agency, and the San Francisco Department of Environment, has led the Transportation Demand Management (TDM) Partnership Project, funded by a grant from the Metropolitan Transportation Commission, the Transportation Fund for Clean Air, and the Prop K half cent sales tax for transportation. The project's main goals are to test pilot new methods of engaging with private sector employers around sustainable transportation and to improve the City and County of San Francisco's capacity for delivering TDM programs in a coordinated manner. The project is now complete and the Transportation Authority has produced a series of factsheets summarizing the findings and recommendations from each of four focus areas: voluntary employer collaborations; employer parking management; a commuter shuttle pilot program; and a coordinated TDM Strategy. The employer collaborations focused primarily on using information, incentives, and technical assistance to support employers in pursuing sustainable transportation initiatives, and are informing next steps for employer-focused TDM programs. The project also resulted in an inter-agency TDM Strategy that identifies shared goals and priority activities for the coming five years to support a coordinated and effective approach to TDM among San Francisco's TDM Partnership Project agencies.

BACKGROUND

The Transportation Authority is the lead agency for the San Francisco Transportation Demand Management (TDM) Partnership Project (Partnership Project), which launched in early 2012. The intent of the Partnership Project is to coordinate and streamline transportation demand management policy efforts in San Francisco, and offer a forum for employers and other organizations to explore and implement priority TDM strategies of mutual interest. The Partnership Project is a collaboration of the Transportation Authority, the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Department of the Environment, and the San Francisco Planning Department. The project is funded by a grant of federal Congestion Mitigation and Air Quality Improvement Program funds through the Metropolitan Transportation Commission's Bay Area Climate Initiative. Local matching funds are provided by both Prop K sales tax funds and the county-share (Transportation Authority-programmed) Transportation Fund for Clean Air.

DISCUSSION

The grant-funded Partnership Project scope of work is now complete, and the Transportation Authority has prepared a series of factsheets summarizing the four focus areas funded through the grant. These included the following:

- **Voluntary employer collaborations:** Partner agencies investigated the potential for private employers to implement coordinated TDM programs and services. Efforts included proposals for a ridesharing platform for medical institutions; a shared shuttle services program for Showplace Square neighborhood employers, and sustainable transportation marketing programs for southwest neighborhood employers. Ultimately, the most successful collaborations were the marketing pilot programs at San Francisco State University and Parkmerced, which were implemented in collaboration with dedicated staff at each institution.
- **Employer parking management:** This effort aimed to engage and provide technical assistance to employers to offer parking cashout as a replacement of free parking with incentives for sustainable commute alternatives. Few employers are interested in parking cashout as a standalone voluntary program; instead, city policies could integrate parking cashout into holistic performance-based trip reduction programs.
- **Commuter shuttle pilot program:** SFMTA developed and initiated a policy and implementation framework for coordinating and regulating loading locations for regional and local private shuttle providers in San Francisco. The pilot was launched in August 2014 and will run for 18 months, after which SFMTA will be sharing a full program evaluation.
- **TDM Strategy:** Agencies completed a TDM Strategy document that identified shared goals and priority activities for the coming five years to support a coordinated and effective approach to TDM among San Francisco's TDM Partnership Project agencies.

The summary factsheets document each of these pilot projects in greater detail, including the approach used, findings/lessons learned, and recommendations for San Francisco or other agencies interested in implementing similar efforts in their jurisdictions. A first overview factsheet summarizes the overall recommendations, and include the following:

- Regulatory policies may be needed for widespread, sustained change. The pilot projects demonstrated the challenges of obtaining voluntary employer participation in TDM programs. If widespread change is desired, regulatory mandates and enforcement may be necessary.
- Identify employers or institutions that have an internal champion. Initiatives were the most successful when a dedicated internal champion supported the project from start to finish.
- Improve business outreach and marketing techniques for voluntary programs. Voluntary initiatives were most successful when they addressed private sector needs and interests and did not require new contracts, policies or contribution of employer resources. Participation should be as easy as possible.
- Use existing collaboration structures where possible. Creating new relationships may be necessary, but was a primary hurdle for some efforts. Future employer collaborations could leverage existing partnerships such as Transportation Management Agencies or Business Improvement Districts. However, creating new structures may also be useful and necessary in some cases.

- Consider, account for and communicate possible risks with target audiences. Address risks upfront and understand internal priorities and decision-making needs as early as possible.
- Carefully consider administrative requirements for implementation. Recognize time and effort necessary for implementation (such as contracting and permitting), and budget resources accordingly.
- Define specific criteria to guide future TDM efforts. Identify screening criteria for potential opportunities, such as scale of potential impacts, presence of barriers and challenges to changing existing policies.

These lessons learned are informing development of future employer engagement and outreach programs, and have already led to a number of successful follow-on efforts, including a sustainable travel marketing partnership with a Mission Bay employer, and launch of a series of flexible work schedule/telework encouragement workshops held in partnership with the San Francisco Chamber of Commerce. We will continue to work with agency partners to build on and expand the relationships with institutional and private sector partners catalyzed by the Partnership Project.

The Partnership Project also laid the groundwork for strong ongoing coordination among the city agencies responsible for TDM, and agencies continue to collaborate on several work program items, including a toolbox of TDM measures for new development, a residential outreach pilot program, and others. Agency directors strongly support a coordinated approach and recently met to hear staff reports on TDM activities, while directing them to continue collaboration on annual work programming and delivery of TDM projects.

ALTERNATIVES

1. Recommend adopting the TDM Partnership Project Final Report Factsheets, as requested.
2. Recommend adopting the TDM Partnership Project Final Report Factsheets, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its September 30, 2015 meeting and unanimously adopted a motion of support for the staff recommendation. One CAC member expressed concern about frequent use of Muni stops without a permit. The CAC asked staff to schedule a presentation on SFTMA's evaluation of the Commuter Shuttles Pilot Program as soon as the draft evaluation is available to the public.

FINANCIAL IMPACTS

There are no impacts to the Transportation Authority's adopted Fiscal Year 2015/16 budget associated with the recommended action.

RECOMMENDATION

Recommend adopting the TDM Partnership Project Final Report Factsheets.

Attachment:

1. TDM Partnership Project Final Report Factsheets



Fact Sheet



Transportation Demand Management Partnership Project

The Transportation Demand Management Partnership Project was a collaboration between the San Francisco County Transportation Authority (SFCTA), the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Department of the Environment (SFE), and the San Francisco Planning Department (DCP). This work was evaluated independently by ICF International for the MTC.

APPROACH

The San Francisco TDM Partnership Project was a multi-stakeholder effort to create new partnerships and approaches to employer engagement around TDM. This program began in early 2012 and consisted of four focus areas.

- **Voluntary employer collaborations:** Partner agencies investigated the potential for private employers to implement coordinated TDM programs and services. Efforts included proposals for a ridesharing platform for medical institutions; a shared shuttle services program for Showplace Square neighborhood employers, and sustainable transportation marketing programs for southwest neighborhood employers. Ultimately, the most successful collaborations were the marketing pilot programs at San Francisco State University and Parkmerced, which were implemented in collaboration with dedicated staff at each institution.
- **Employer parking management:** This effort was designed to get employers to give employees a flexible transportation benefit rather than free or subsidized parking. After significant efforts to identify interested employers, all employers contacted declined to participate.
- **Commuter shuttle pilot program:** The SFMTA developed and initiated a policy and implementation framework for coordinating and regulating loading locations for regional and local private shuttle providers in San Francisco. The pilot was launched in August, 2014 and will run for 18 months.
- **TDM Strategy:** Agencies completed a TDM Strategy document that identified shared goals and priority activities for the coming five years to support a coordinated and effective approach to TDM among San Francisco's TDM Partnership Project agencies.

Results and lessons learned from each sub-project are documented in a series of accompanying fact sheets, and an independent report evaluating the entire program will be published by the Metropolitan Transportation Commission.

WHY TDM PROGRAMS MATTER

TDM is a term for policies, programs, and tools that work with existing transportation infrastructure and services to help people make sustainable trip choices and to increase efficiency of the transportation system. TDM strategies prioritize transit, walking, bicycling, and ridesharing.

“The major transportation problems facing most communities are traffic and parking congestion, inadequate mobility for non-drivers, and various economic, social, and environmental costs associated with high levels of automobile travel; all problems that can be addressed by TDM.”

- Victoria Transportation Policy
Institute

For more information, visit
www.vtpi.org/tdm/tdm51.htm



Transportation Demand Management project factsheets.

LESSONS LEARNED AND RECOMMENDATIONS

Recommendations for local agencies seeking to replicate employer-focused TDM programs:

- **Regulatory policies may be needed for widespread, sustained change.** The pilots demonstrated the challenges of obtaining voluntary employer participation in TDM programs. If widespread change is desired, regulatory mandates and enforcement may be necessary.
- **Identify employers or institutions that have an internal champion.** Initiatives were the most successful when a dedicated internal champion supported the project from start to finish.
- **Improve business outreach and marketing techniques for voluntary programs.** Voluntary initiatives were most successful when they addressed private sector needs and interests and did not require new contracts, policies or contribution of employer resources. Participation should be as easy as possible.
- **Use existing collaboration structures where possible.** Creating new relationships may be necessary, but was a primary hurdle for some efforts. Future employer collaborations could leverage existing partnerships such as Transportation Management Agencies or Business Improvement Districts. However, creating new structures may also be useful and necessary in some cases.
- **Consider, account for and communicate possible risks with target audiences.** Address risks upfront and understand internal priorities and decision-making needs as early as possible.
- **Carefully consider administrative requirements for implementation.** Recognize time and effort necessary for implementation (such as contracting and permitting), and budget resources accordingly.
- **Define specific criteria to guide future TDM efforts.** Identify screening criteria for potential opportunities, such as scale of potential impacts, presence of barriers and challenges to changing existing policies.

Separate factsheets are available for each of the seven sub-projects included in the TDM partnership project:

- SF State Transportation Marketing Pilot
- Parkmerced Transit Screens
- Parking Cashout Pilot Program
- SFMTA Commuter Shuttles Policy and Pilot Program
- Medical Institution Ridesharing Program
- Showplace Square Shuttle Program
- TDM Interagency Strategy

CONTACT US

For more information, visit www.sfcta.org/tdm or contact Ryan Greene-Roesel at 415.522.4808 or ryan.greene-roesel@sfcta.org.

San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
Attn: TDM Partnership

FUNDING

Funding provided by the Metropolitan Transportation Commission's Climate Initiatives Program, San Francisco's Prop K half-cent sales tax for transportation, and the Transportation Fund for Clean Air.



Fact Sheet



SF State Transportation Marketing Pilot

San Francisco State University is located in southwest San Francisco and boasts a variety of transportation options. The TDM Partnership, a joint effort of the San Francisco County Transportation Authority, the SFMTA, the Planning Department, and SF Environment, worked with SF State to develop informational materials for students, employees and visitors that raise awareness of the university's TDM programs and promote sustainable transportation for campus access.

Originally, this pilot was intended to test the potential for a unified branding and marketing campaign across several major institutions in the southwest neighborhood. Ultimately, the institutions' needs were each too different to allow for a unified campaign, and separate campaigns were pursued at SF State and Parkmerced.

APPROACH

The TDM Partnership team discussed options for a transportation marketing campaign with staff at SF State, and decided to focus on deploying information about sustainable modes on screens in student centers and the web. The team hired consultants to work directly with SF State to develop and deploy the campaign. Launched in winter 2013, the SF State Transportation Marketing Campaign included:

- **GO! STATE**, a new SF State website to provide information to students, employees and visitors. This website introduces users to the University's TDM goals and provides program information about transit, parking, visitor information, biking, ridematching, carsharing, employee programs, and the CARE Escort Program.
- New transportation information content and images for electronic information screens in the Student Center, administration building, library, and student services building.
- A focus on transportation resources for the SF State community, like the University's Bike Barn, the SF State Shuttle, free transfers between BART and Muni Route 28, Clipper Cards, RideMatch, EV charging station and Zipcar.
- Before and after surveys evaluating the effectiveness of the campaign.

WHY MARKETING MATTERS

"Marketing can improve the effectiveness of most individual TDM programs and strategies. A survey of commuters found that exposure to commute trip reduction program information was the single most important factor contributing to mode shifting ... Given adequate resources, marketing programs can often increase use of alternative modes by 10-25% and reduce automobile use by 5-15%."

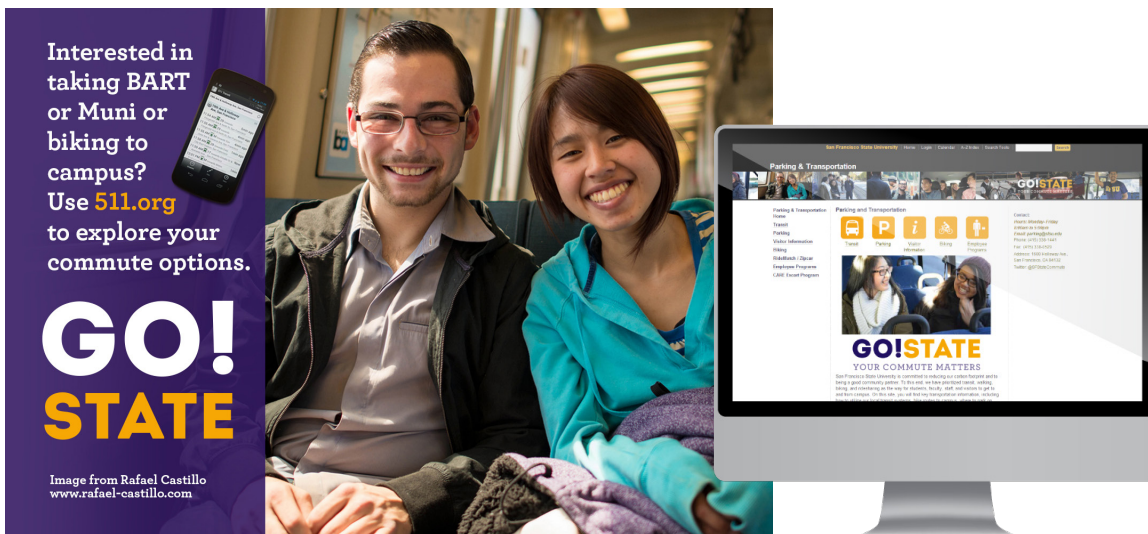
- Victoria Transport Policy Institute

For more information, visit www.vtpi.org/tdm/tdm23.htm

TDM

Transportation Demand Management (TDM) is a set of programs and policies designed to reduce drive-alone trips by removing potential barriers to using transit, bicycling, walking, or carpooling. TDM strategies include information and education, incentives, technology, and policies.

Image above part of the SF State Transportation Marketing Campaign.



LESSONS LEARNED/RESULTS

The new SF State Transportation Marketing Campaign has established a useful communication resource and an easy reference for the steady stream of new students, faculty, and visitors who come each semester.

SF State surveyed students about the transit screens about three months after they were installed. These early results indicated that about 15 percent of students were aware of the screens, and, of these, about 7 percent reduced the frequency of driving to campus. Because the survey was conducted very shortly after the screens were implemented, survey results may not have captured the potential peak audience among student users.

Overall, this pilot was successfully implemented without major challenges along the way. Some lessons learned were:

- **Employer champions are critical.** Support from SF State’s on-site, full-time transportation coordinator, who played an active role in defining the project, developing and reviewing the marketing materials, and working with SF State staff to support the website launch and install information screens, was critical for the success of the project.
- **Simpler is better for voluntary programs.** The project team initially envisioned a campaign that would be co-branded for several institutions in the southwest neighborhood, but concluded that separate campaigns would be simpler and more successful. Additionally, unlike several other pilot programs tested for the TDM Partnership Project, no controversial policy, administrative, or financial commitments were required from SF State, so the program could be implemented with minimal obstacles.

RECOMMENDATIONS

San Francisco agencies should continue to provide technical assistance and support to motivated employers. The employer or institution must show a high level of committed engagement to the project and feel it is necessary to meet their own goals for transportation sustainability. The program should be able to demonstrate public benefit and ideally cost-effectiveness in shifting travel behavior. While a marketing campaign may not have immediately measurable impacts on travel behavior, it can help increase the effectiveness of other TDM measures when included as part of a package.

“The TDM Partnership program was a real boon to our TDM marketing efforts and gives us a brand and solid foundation for getting out the word on a range of transportation programs.”

- Wendy Bloom

SF State Campus Planner

CONTACT US

For more information, visit www.sfcta.org/tdm or contact Ryan Greene-Roesel at 415.522.4808 or ryan.greene-roesel@sfcta.org.

**San Francisco County
Transportation Authority**
1455 Market Street, 22nd Floor
San Francisco, CA 94103
Attn: TDM Partnership

FUNDING

Funding provided by the Metropolitan Transportation Commission’s Climate Initiatives Program, San Francisco’s Prop K half-cent transportation sales tax, and the Transportation Fund for Clean Air.



Fact Sheet



Parkmerced Transit Screens

Parkmerced Apartment Homes is a community of high-rise apartment buildings and townhomes located in southwest San Francisco and is served by a variety of transportation options. The TDM Partnership, which is jointly undertaken by the San Francisco County Transportation Authority, the SFMTA, the Planning Department and SF Environment, funded this effort, which was led by the Transportation Authority and SFE. This project partnered with Parkmerced to install 12 real-time transit displays in the multi-family residential Parkmerced Towers. The information was customized to present real-time Muni arrival near Parkmerced, along with information about other modes.

Originally, this pilot was intended to test the potential for a unified branding and marketing campaign across several major institutions in the southwest neighborhood. Ultimately, the institutions' needs were each too different to allow for a unified campaign, and separate campaigns were pursued at SF State and Parkmerced.

APPROACH

Team members discussed options for improving access to transportation information at Parkmerced with the site transportation coordinator, and identified an opportunity to leverage pre-existing information screens in each of the residential towers. Prior to the project, the screens displayed in-house announcements for residents. Since project implementation in 2013, the screens now display real-time arrivals of each bus and light-rail train serving Parkmerced, including:

- Arrival times for Muni M, 17, 28, 28L and 29
- Approximate walk times to each transit stop
- Vehicle availability for nearby Zipcar locations and potential car service arrival times

The city engaged a consultant to develop and design the screens, and to work with Parkmerced staff on deployment. The effectiveness of the transit screens in raising awareness of available transportation programs was evaluated through a brief before and after survey of residents.

WHY REAL-TIME PASSENGER INFORMATION MATTERS

Real-Time Passenger Information (RTPI) systems make public transit easier and more reliable because they increase predictability and decrease waiting time. According to research, riders who use RTPI systems are less concerned about missing a bus and spend less time waiting at stops compared to those who use traditional schedule information, while riders without RTPI wait longer and perceive their wait times to be longer.

For more information, visit <http://dub.washington.edu/djangosite/media/papers/tmpf2yHN1.pdf>

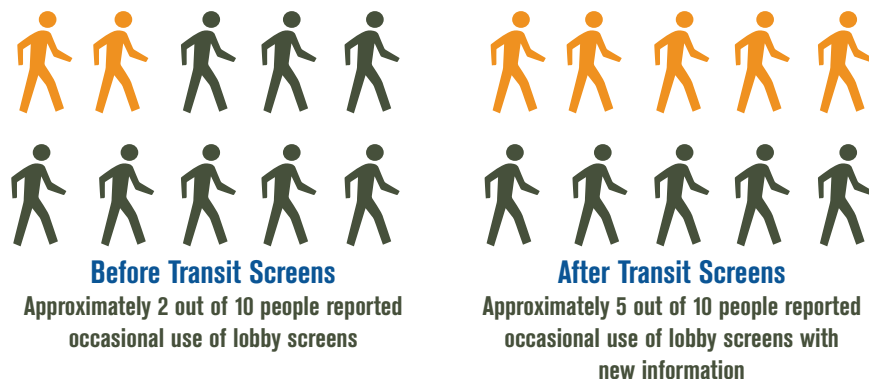
TDM

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RESULTS AND LESSONS LEARNED

According to before and after survey results, there has been a significant increase in the use of the lobby information screens since they were first installed—from 15% of respondents reporting occasional use of the lobby screens in 2013 to 53% in the most recent 2014 survey. The survey results do not indicate any change in travel behavior.

PARKMERCED RESIDENTS USE OF LOBBY SCREENS



Some residents have reported that the screens sometimes have technical issues, whereas others report being content with the information provided. The transit screens require regular checking and maintenance to maintain effective operations after installation in lobbies.

Overall, this pilot was successfully implemented without major challenges along the way, other than some technical challenges associated with providing internet connectivity to the screens. Success factors included:

- **Engaged interest of an onsite transportation coordinator.** Park Merced's onsite, full-time transportation coordinator played an active role in defining the project, reviewing the screens, and working with technical staff on site to deploy them.
- **Tailored to meet the needs of Park Merced.** Originally, the city team had envisioned developing a marketing campaign that would be co-branded and launched across several institutions in the southwest neighborhood. The team ultimately concluded that tailoring separate campaigns to the needs of individual institutions would be simpler and more successful.
- **No controversial policy, administrative, or financial commitments required.** Unlike several other pilot programs tested for the TDM Partnership Project, this pilot did not require the participating institution to execute any contracts, provide resources (other than staff time), or change institutional policies. This meant the program could be implemented with minimal obstacles.

RECOMMENDATIONS

Continue to provide technical assistance and support to the most motivated employers. The employer or institution must show a high level of committed engagement to the project and feel it is necessary to meet their own goals for transportation sustainability. The program should be able to demonstrate public benefit and ideally cost-effectiveness in shifting travel behavior. While transportation information screens may not change behavior directly, they can help increase the effectiveness of other TDM measures when included as part of a package.

19th Ave & Holloway Ave		2 MIN WALK	PARKMERCED APARTMENT HOMES <i>so smart.</i>	
M	Downtown Inbound	4	20	40
29	Baker Beach Inbound	6	25	70
28	Fort Mason Inbound	8	48	
17	West Portal Station Inbound	23	63	63
Gonzalez Dr & Font Blvd		5 MIN WALK	zipcar. VEHICLES	
17	Parkmerced Outbound	11	48	3
17	West Portal Station Inbound	18	48	1
			78	3
			125	2

Real-time transit information powered by TransItScreen

“Our transit screens have proved to be one in a series of important improvements to the experience of living in Parkmerced. Anything we can do to help our residents manage their time, and make their comings and goings a little bit easier, is a big plus for our community.”

*-Rogelio Foronda, Jr.,
Parkmerced Development Manager*

CONTACT US

For more information, visit www.sfcta.org/tdm or contact **Ryan Greene-Roesel** at 415.522.4808 or ryan.greene-roesel@sfcta.org.

San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103
Attn: TDM Partnership

FUNDING

Funding provided by the Metropolitan Transportation Commission's Climate Initiatives Program, San Francisco's Prop K half-cent transportation sales tax, and the Transportation Fund for Clean Air.



Fact Sheet



Medical Institution Ridesharing Program

San Francisco's medical institutions are major travel generators, with diverse trip types, trip times, and travelers including employees, patients, students, and visitors. The TDM Partnership, a joint effort of the San Francisco County Transportation Authority, the SFMTA, the Planning Department, and SF Environment, funded this effort, which was led by the Transportation Authority and SFE. This project worked with six San Francisco medical institutions to form a Medical Institutions Transportation Working Group, with the goal of developing collaborative programs and reducing the number of vehicle trips among commuters.

APPROACH

Six medical institutions participated in the Transportation Working Group. Their employees have varied schedules and many work during non-commute hour shifts. Therefore, the working group identified a collaborative ridesharing approach as the most effective TDM program because it would provide the widest coverage. TDM Partnership staff and consultants conducted one-on-one interviews and a series of three working group meetings to identify existing programs and opportunities for collaboration. Meetings focused on:

- Existing TDM programs
- Identifying shared challenges and potential opportunities to collaborate
- Additional medical institutions that could be involved
- Overview of the top rideshare vendors and their services

A Ridesharing Platform Criteria survey was conducted to identify top criteria for evaluating ridesharing platform vendors. Based on working group findings and the top evaluation criteria, rideshare platform vendors were reviewed and made presentations, and the working group selected a preferred vendor. The vendor was selected because it was already used by one institution, and because it would allow each institution to maintain separate contracts while allowing cross-institution ridesharing.

RIDESHARING

“Ridesharing can reduce peak-period vehicle trips and increase commuters’ travel choices. It reduces congestion, road and parking facility costs, crash risks, and pollution emissions. Ridesharing tends to have the lowest cost per passenger-mile of any motorized mode of transportation, since it makes use of a vehicle seat that would otherwise be empty.”

-Victoria Transport Policy Institute

For more information, visit <http://www.vtpi.org/tdm/tdm34.htm>

TDM

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Photo courtesy Washington State Dept. of Transportation/flickr. Licensing information: <https://creativecommons.org/licenses/by-nc-nd/2.0/legalcode>



Map of medical institution locations.

RESULTS AND LESSONS LEARNED

- Protracted contract negotiations hampered program implementation.** Several medical institutions agreed to contract with the preferred rideshare platform service provider and were provided a grant-funded subsidy to cover a portion of the first year of service. One medical institution moved forward with contracting, but was delayed by protracted contract negotiations and a change in vendor management. The other participants did not take action to pursue contracting despite repeated follow-up. Ultimately, no collaborative ridesharing program was established. City of San Francisco medical institutions were particularly challenged by complex procurement and contracting requirements as well as liability concerns. In most cases, the medical institutions did not see the pilot effort as enough of an institutional priority to overcome these challenges.
- Absence of strong internal champions proved challenging.** A collaborative ridesharing program requires an internal champion and sustained motivation from all involved parties.

RECOMMENDATIONS

- Make voluntary programs as easy as possible.** Future voluntary employer TDM programs should make it as easy as possible for employers to participate and avoid asking for significant time or resource commitments unless the employer is highly motivated to participate and has an empowered internal champion for the work. In particular, programs that require contract execution among multiple parties should be approached with caution.
- Focus on employers with a strong internal champion.** In many cases this may mean employers with an on-site transportation coordinator or those interested in expanding their facilities.
- Avoid pursuing voluntary programs that require significant employer time commitments.** This pilot suggests that achieving formal coordination among groups of employers with similar interests may be challenging due to the time commitments required. The medical institutions in this pilot did not have the staff resources to invest time in coordinating with other institutions on an ongoing basis.

“This collaboration is primarily envisioned as being functional, rather than administrative ... all hospitals want their employees to benefit from a shared ridesharing system to expand the pool of potential carpool and vanpool companions and to take advantage of economies of scale to reduce software costs.”

July 15, 2013 Meeting Notes,
SFCTA Medical TDM

CONTACT US

For more information, visit www.sfcta.org/tdm or contact **Ryan Greene-Roesel** at 415.522.4808 or ryan.greene-roesel@sfcta.org.

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Fact Sheet



Showplace Square Shuttle Program

The Showplace Square area is a thriving and growing business district in western SoMa. Several employers and property managers in this area offer free shuttles to Caltrain, BART, and the Ferry Terminal, and others would like to provide similar shuttle service but don't want to bear the cost. The goal of this pilot was to test potential for collaboration among employers and property managers in the Showplace Square area to provide a shared shuttle service.

The TDM Partnership, which is jointly undertaken by the San Francisco County Transportation Authority, the SFMTA, the Planning Department, and SF Environment, funded this pilot project. The Transportation Authority was the lead agency. The intention was to increase the first/last mile connections to Showplace Square, reduce the environmental and traffic impacts of service redundancy, and develop an organizational structure for collaboration between private sector entities that could be expanded to meet future needs.

APPROACH

The pilot program convened potentially interested employers and property managers in the Showplace Square area to better understand their goals, priorities, and needs. The group identified common goals and objectives, and determined that a shared shuttle service would best meet their needs to achieve cost and service efficiencies. An initial shuttle service plan was developed to improve access to BART, Caltrain and the temporary Transbay Terminal. The following steps were completed to advance the program:

- The service plan was updated, and cost estimates, budget, and several cost-sharing scenarios were developed, and adjusted as participants' needs were refined.
- A variety of options were considered to organize the shuttle service on behalf of the participants, including a non-profit sponsor and a private-sector shuttle provider. Participants preferred a non-profit because of the low overhead costs and greater control over services.
- TMASF Connects, the transportation management association for 70 buildings downtown, was approached and ultimately agreed to serve as Fiscal Sponsor after completing a rigorous due diligence process.¹
- A service target start date was established, and TMASF drafted a participation agreement and released an RFP to San Francisco shuttle service providers.

¹ TMASF Connects later determined that they did not want to participate as a fiscal sponsor.

WHY FIRST/LAST MILE SERVICE MATTERS

First- and last-mile services like commuter shuttles allow people to use regional mass transit even if their destination isn't right next to a stop or station, thereby reducing greenhouse gas emissions and road congestion. Consolidating existing shuttle services offers the opportunity to increase frequency, provide more service options, and lower the cost for each participant.

For more information on shuttle services, visit <http://www.vtpi.org/tdm/tdm39.htm>

TDM

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RESULTS AND LESSONS LEARNED

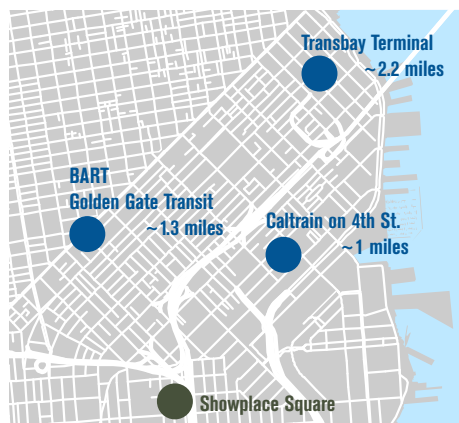
Ultimately, the fiscal sponsor and participants were unable to come to a final agreement regarding their contract terms, particularly with respect to payment frequency and flexibility for entry/exit from the program. Additionally, one major participant withdrew late in the process, which rendered the program no longer financially viable.

The following key lessons stand out:

- Participants faced a key tradeoff between potential cost savings and loss of flexibility/ increased risk. Because the degree of cost savings was directly reliant on the number of participants, achieving participant critical mass is necessary for this kind of effort.
- Some participants were not willing to provide the detailed information (e.g. square footage, number of employees, shuttle ridership) to the City needed to develop service plans and budgets due to privacy concerns.
- Understanding participants' key "deal breaker" decision points (e.g. for contract terms, costs), and internal-decision making processes earlier in the process would have helped focus effort and saved time.
- Obtaining consistent attention and interest from participants proved challenging because commute issues were not always their top priority, and their business needs could change rapidly. Some employers joined, dropped out, and then re-joined the collaboration as their business circumstances changed over the course of the year.

RECOMMENDATIONS

- Funding private sector technical assistance with public funds should proceed in a manner that shields the privacy of business information.
- Future efforts to create shared shuttle arrangements may be more successful if building owners/property managers are targeted as participants (rather than employers), since employer's service needs are likely to vary significantly with business conditions. Private-sector shuttle providers may be better positioned to create shared shuttle arrangements than non-profit entities as they may have a greater ability to absorb the financial risk involved.
- In San Francisco, some buildings are required to provide shuttle service through developer agreements, resulting in some duplicative and uncoordinated services. The city should investigate whether these agreements could be revised to allow meeting the requirement through participation in a shared shuttle service. If the latter is an option, then private sector entities would be more incentivized to provide shuttle service where it is needed most.



Expanded shuttle service could reach 600 additional employees at participating businesses, increase average daily shuttle ridership by over 130 employees, and reduce daily private auto vehicle miles traveled by over 650 miles per day.

CONTACT US

For more information, visit www.sfcta.org/tdm or contact Ryan Greene-Roesel at 415.522.4808 or ryan.greene-roesel@sfcta.org.

San Francisco County Transportation Authority

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FUNDING

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Fact Sheet



Parking Cashout Pilot Program

Parking Cashout is defined as the replacement of free parking with cash or equivalent incentives for non-automobile modes of travel. Studies have shown that parking cashout can significantly reduce drive-alone trips to the work site. California state law requires certain employers who provide free parking to “cashout” employees who do not take advantage of this parking. The TDM Partnership, which is jointly undertaken by the San Francisco County Transportation Authority, the SFMTA, the Planning Department and SF Environment, funded a pilot parking cashout project to determine the potential for increasing voluntary employer adoption of cashout through provision of technical support and incentives. SFE and the Transportation Authority led this effort.

APPROACH

The pilot program used outreach to identify employers who might be good candidates for implementing cashout. A target candidate employer for the parking cashout pilot offers free parking to employees at all levels, in San Francisco locations with limited free street parking and frequent transit, and would be able to eliminate the parking subsidy by replacing it with increased subsidies for other modes. Target candidate employers should also have unbundled parking, which is parking that is not included in their office leases. Outreach included the following efforts:

- A survey distributed to the 3,000 businesses on the SFE’s CommuteSmart mailing list for businesses that opt in to receive commuter benefit updates; the survey was intended to identify target candidate employers for the parking cashout pilot.
- An employer workshop, held in September 2013, to provide feedback on potential strategies to manage employee parking demand, and incentives that the public sector can provide to address parking needs while reducing drive-alone trips.
- Outreach to members of the Business Council on Climate Change (BC3), whose members have been engaged in innovative efforts to address climate change, to identify employers outside of downtown San Francisco that may have been motivated to participate in the pilot program.
- Outreach to tenants of 1455 Market Street, where property management indicated that current tenants lease parking spaces and may be interested in participating in the pilot program.

The study aimed to test whether employers could be motivated to participate in the program if provided with:

- Technical support to overcome administrative barriers to cashout
- Information about the benefits of cashout
- Funding to cover short-term costs of transitioning to the cashout program (as necessary)

WHY PARKING CASHOUT MATTERS

Parking cashout shifts the free or subsidized parking benefit, which is only available to vehicle owners, to a cash benefit that is available to all employees, and allows employees to use the value of that benefit toward whatever transportation mode they wish. Free parking is an invitation for employees to drive alone to work and discourages carpooling and non-auto commute modes. Giving employees a more flexible transportation benefit can encourage them to use other modes, and research has shown such an approach to increase employee satisfaction.

For more information, visit <http://shoup.bol.ucla.edu/ParkingCashOut.pdf>

TDM

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LESSONS LEARNED/RESULTS

The pilot program led to the following conclusions:

- **There is little employer interest in voluntary cashout.** Based on survey results, employer outreach, and follow up after the survey and meetings, the team identified seven employers as potential good participants for the pilot program. The team held meetings with these employers, and all declined to participate. Most were not motivated to reduce employee parking demand, were concerned about relinquishing leased parking spaces where access to other parking may be scarce, or perceived a change in company policy as an administrative hassle.
- **The share of firms providing parking subsidies appears to be small.** Another survey administered by SFE as part of ensuring annual compliance with the San Francisco Commuter Benefits Ordinance suggested that only a small number of firms in San Francisco (about 12 percent of those surveyed) are offering any form of parking subsidy*.
- **Barriers to parking are already high in San Francisco.** Between concerns about cost and disinterest in reducing parking demand, the study results suggest that voluntary parking cashout may be challenging in a dense place like San Francisco where parking prices are already high and few employers offer free or subsidized parking, and are therefore reluctant to change company parking benefit policies. This echoes findings from a cashout pilot program in downtown Seattle that saw limited employer participation despite significant subsidies and implementation assistance. Like downtown San Francisco, downtown Seattle's parking supply is constrained, prices are high, and relatively few employers offer free or subsidized parking to all employees.

**OF THE SF FIRMS
SURVEYED WITH 20+
EMPLOYEES, 12%
OFFER SOME SORT OF
PARKING SUBSIDY***



“We need more public education to get the word out there [about the costs of driving]. People don't think about insurance, cost of maintenance... only the toll. This is the real cost and this is the real impact of it. ...The environmental message is not coming through. Changing habits can be hard, especially for the abstract good.”

- Employer with large office in SF

This pilot project was more fully documented in separate paper, *The Challenge of Soliciting Voluntary Participation in Parking Cashout: Lessons from San Francisco*. This paper will be available on the SFCTA web site: www.sfcta.org/tdm

RECOMMENDATIONS

- **Provide technical assistance on parking cashout to interested employers.** Based on these findings, voluntary wide-scale implementation of parking cashout by employers does not appear feasible. Instead, the city could provide technical assistance to interested employers as they request it.
- **Integrate parking cashout into holistic trip reduction programs.** Rather than focusing on parking cashout as a standalone program, city policies could integrate the program into a more holistic trip reduction approach with performance standards.
- **Consider partnerships for enforcement.** Enforcement of parking cashout is possible and is the responsibility of the Air Resources Board. Enforcement may be labor intensive given the challenge of identifying employers subject to the law. San Francisco could seek local legislation to strengthen the parking cashout law to make it more enforceable. Additionally, San Francisco could better enforce existing parking unbundling requirements to ensure the success of any future parking cashout programs.
- **Use more accessible language.** “Parking cashout” is an unfamiliar term to many, and future program implementation should include techniques for messaging and communicating with employers and commuters.

CONTACT US

For more information, visit www.sfcta.org/tdm or contact Ryan Greene-Roesel at 415.522.4808 or ryan.greene-roesel@sfcta.org.

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FUNDING

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**Based on the responses of the 964 employers with 20+ employees that submitted compliance forms by the deadline.*



Fact Sheet

SFMTA Commuter Shuttles Policy and Pilot Program

The number of privately operated shuttles in San Francisco has grown quickly in recent years. Rapid growth may continue, as many of these shuttles connect employees who live in San Francisco with employers to the south and within San Francisco, and as San Francisco's and the region's Commuter Benefit Ordinances offer provision of shuttles as one option for compliance. The SFMTA, with support from the Interagency TDM Partnership Project, worked with commuter shuttle providers and Muni to develop a proposal to test sharing a limited pilot network of selected Muni zones with permitted commuter shuttles.

Shuttles support important citywide and regional goals by decreasing drive-alone trips. But they also have impacted Muni and other roadway users since they frequently used Muni zones or double-parked to load passengers. This pilot is intended to test allowing permitted shuttles to use a limited network of approved zones, with the hope that including only specific zones, providing guidelines for shuttle loading and unloading, and focused enforcement will improve shuttle interactions with other users, while supporting safety and congestion reduction.

APPROACH

Developing and launching the Commuter Shuttles Pilot program involved a number of steps:

- Defining principles in consultation with shuttle sector members
- Evaluating impacts of existing shuttle operations on Muni and other users
- Evaluating transportation and environmental benefits of existing shuttle operations in San Francisco
- Developing a proposed policy framework
- Calculating the costs of administering the program and developing a fee to cover the costs. The current fee is set at \$3.55 per shuttle stop event per day.
- Legislating a pilot to test the policy for 18 months
- Identifying preferred shuttle loading and unloading locations and issuing permits and placards to approved shuttle service providers
- Communicating during launch of pilot and providing on-going feedback avenues
- Collecting data to evaluate the pilot

Findings from the pilot will inform a longer-term approach to commuter shuttles in San Francisco.

WHY COMMUTER SHUTTLES MATTER

Data collected by ICF, MTC's consultant for the Bay Area Climate Initiative Grant, indicates that at least 17,000 San Francisco commuters take employer shuttles to work each day, and MTC sees these shuttles as a key component of the region's commute traffic system.

"We as a region are better off by having a variety of ways to get around," said Egon Terplan, SPUR's regional planning director.

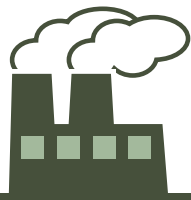
TDM

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Image: Liz Hafalia, The Chronicle

REDUCTION IN PRIVATE VEHICLE TRIPS

Nearly half of all regional shuttle riders and 27 percent of all intra-city shuttle riders surveyed reported that they would drive alone for their commute if they did not have access to the shuttle service.



Annual reductions of
at least **43 million vehicle miles traveled** and
8,500 tons of greenhouse gas emissions
are associated with shuttle operations.

Data provided from consultant survey of shuttle riders and shuttle service providers

RESULTS AND LESSONS LEARNED

The pilot program was launched on August 1, 2014 and will run for an 18-month period. As of January 15th, 2015, SFMTA had approved more than 100 designated shuttle stop location. The successful launch of the program can be attributed to several factors including:

- The effort began with a clear definition of problems, goals, evaluation needs, and questions.
- The effort established consensus principles with shuttle sector members, such as safety and priority for Muni operations, and served as the foundation of the policy.
- Private shuttle operators' need for reliable and safe loading zones led them to apply for permits.

Challenges to the establishment of the pilot program included:

- Reaching agreement with the private shuttle sector about sharing operational data with the SFMTA, which is a critical component of the program and will allow the SFMTA to better understand shuttle operations, monitor participants' compliance and address problems. This became one of the terms of the permits.
- Establishing a network that minimizes impacts on Muni while leveraging existing Muni zones.

ONGOING AND NEXT STEPS

The purpose of the pilot program is to test an approach to manage and regulate commuter shuttle loading activities, and to measure the effectiveness of this approach. The SFMTA is conducting a thorough evaluation of the pilot program, including before- and during-pilot observations of select zones, auditing GPS data of shuttle operations, analyzing feedback, tracking citation and collision reports, and tracking actual costs to answer the following questions:

- Does managing commuter shuttles by allowing sharing at certain Muni stops reduce conflicts for Muni and other users?
- What enforcement is needed to effectively regulate shuttles, given a permit program framework?
- What are the actual labor and capital needs to accommodate commuter shuttles within San Francisco?

Findings from this 18-month pilot program will inform a longer-term proposal for managing commuter shuttles in San Francisco.

CONTACT US

For more information about the Commuter Shuttles Pilot, visit <http://www.sfmta.com> or contact Carli Paine at 415.701.4469 or carli.paine@sfmta.com.

For more information about the TDM Partnership Project, visit www.sfcta.org/tdm or contact Ryan Greene-Roesel at 415.522.4808 or ryan.greene-roesel@sfcta.org.

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1455 Market Street, 22nd Floor
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Fact Sheet



TDM Interagency Strategy

Infrastructure alone (bicycle lanes, sidewalks, and transit) is not sufficient to achieve the City's goals for increasing the share of trips made by biking, walking, and riding mass transit. Transportation Demand Management (TDM) strategies that reduce drive-alone trips and increase overall regional mobility are also needed.

The TDM Partnership, an effort of the San Francisco County Transportation Authority (SFCTA), the San Francisco Municipal Transportation Agency (SFMTA), the Planning Department (DCP), and SF Environment (SFE), jointly developed and coordinated a strategy to ensure an effective approach to TDM in San Francisco. The Interagency TDM Strategy identifies shared goals and priority activities for the coming five years.

APPROACH

The TDM Partnership began by analyzing the current policies, programs, and practices that make up TDM in San Francisco now. It then reviewed the universe of potential TDM efforts. Staff completed a literature review and interviews with TDM experts from across the country to identify the most promising TDM measures. Examples of assessed TDM measures included pricing policies, HOV lanes, employer and residential outreach programs, bulk transit passes, parking management, carsharing, bikesharing, and others.

As part of the analysis, the team also analyzed the major sources of single occupant vehicle travel in San Francisco. Findings suggest that San Francisco residents' and employees' commute trips generate the most single-occupancy vehicle driving trips in San Francisco (approximately 200 million single-occupant commute trips annually). Because regional commuting occurs within congested periods and locations, this compounds its environmental effects and impacts the most congested transit routes.

WHY SAN FRANCISCO NEEDS TDM

A robust suite of TDM measures is critical to support sustainable trip-making to achieve San Francisco's clean air and climate change goals. Measures are also needed to address the transportation system challenges associated with planned population and employment growth.

TDM

Transportation Demand Management (TDM) is a set of programs and policies designed to reduce drive-alone trips by removing potential barriers to using transit, bicycling, walking, and ridesharing. TDM strategies include information and education, incentives, technology, and policies.



The Interagency TDM strategy recommends the initiation of a comprehensive neighborhood-based residential and employer program.



The Interagency TDM Strategy recommends implementing a TDM framework for growth to reduce single-occupancy trips associated with new development.

RESULTS

San Francisco residents' and employees' commute trips are the most significant generator of single-occupancy vehicle driving, and usually occur at peak congestion times periods and locations, compounding impacts on crowded transit routes and air pollution.

The TDM Partnership compared effectiveness, impact, and cost of scored TDM measures and identified priority policies, programs, and enforcement measures for San Francisco. These include existing measures that may be expanded, innovative pilot projects, and new practices. Overall, regulatory policies and pricing (e.g. parking pricing, congestion pricing) were found to be the most cost effective TDM measures. The analysis also revealed several gaps and opportunity areas for San Francisco's TDM programs, described below.

RECOMMENDATIONS

- **Speak in a unified voice.** San Francisco's TDM programs have historically been isolated; agencies should coordinate to present a unified program and brand.
- **Programs should be comprehensive.** Reinforce desired travel behavior changes through multiple channels, including residences and worksites.
- **Provide high-quality, user-friendly transportation options.** Effective TDM programs rely on alternatives to the automobile and transit capacity constraints must be addressed.
- **TDM programs and services should be supported by strong, enforceable policies.** Continue to study or pilot policies such as congestion or parking pricing to gauge support for ongoing implementation.
- **Enforce existing and future regulation.** Enforcing existing developer TDM commitments is critical for the future.
- **Pursue comprehensive, systematic evaluation and report on the effectiveness of city TDM programs.** Begin a bi-annual, outcomes-based evaluation of city TDM programs.
- **Prioritize new ideas for projects or programs.** The TDM Interagency Strategy outlined a five-year program, with recommendations grouped according to priority: core (essential), priority, and supportive.



Inter-Agency
Transportation Demand Management
Strategy

The Interagency Transportation Demand Strategy is available upon request.

CONTACT US

For more information, contact John Knox White at 415.701.4473 or john.knoxwhite@sfmta.com

FUNDING

Funding provided by the Metropolitan Transportation Commission's Climate Initiatives Program, San Francisco's Prop K half-cent transportation sales tax, and the Transportation Fund for Clean Air.




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Memorandum

Date: 10.13.15 **RE:** Plans and Programs Committee
October 20, 2015

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

From: Eric Cordoba – Deputy Director for Capital Projects 

Through: Tilly Chang – Executive Director 

Subject: **INFORMATION** – Major Capital Projects Update – Van Ness Avenue Bus Rapid Transit Project

Summary

The Van Ness Avenue Bus Rapid Transit (BRT) Project comprises a package of transit improvements along a two-mile corridor of Van Ness Avenue between Mission and Lombard Streets, including dedicated bus lanes, consolidated transit stops, and pedestrian safety enhancements. The Transportation Authority completed environmental review for the project in December 2013 and at that time transferred project lead to the San Francisco Municipal Transportation Agency (SFMTA). SFMTA began final design in May 2014 and reached 100% design in September 2015. SFMTA utilized the Construction Manager-General Contractor (CMGC) project delivery method as opposed to traditional design-bid-build, and awarded the contract for pre-construction services to Walsh Construction in July 2015. SFMTA also received Phase 2 approval from the San Francisco Arts Commission Civic Design Review in July 2015, retiring a significant project risk. Cost of the core BRT project is now estimated at \$162.8 million and a total of \$250 million when separate but related projects are included. SFMTA is currently finalizing several interagency agreements and remaining approvals, while the CMGC is conducting review of the design package, which may result in design changes that improve the value, constructability, and/or sequencing of the work. Under current assumptions, construction would begin in early 2016 and revenue service would begin in early 2019.

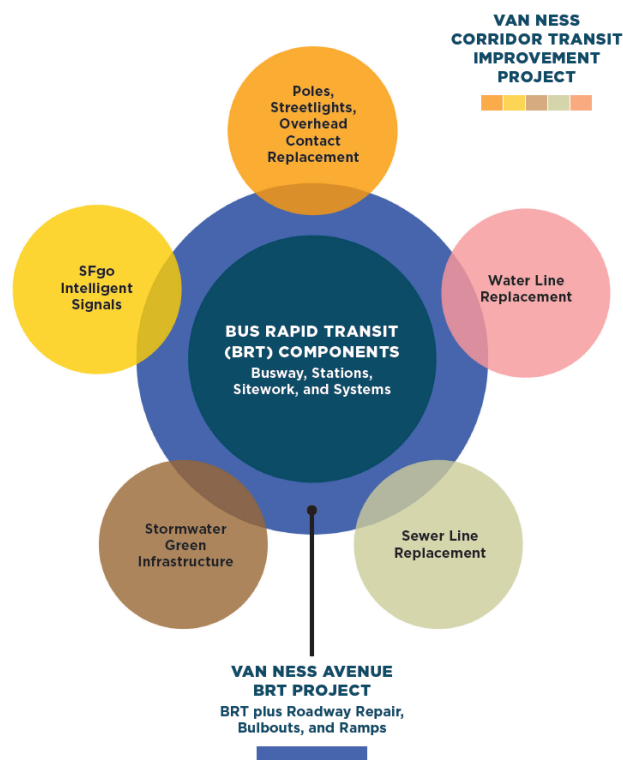
BACKGROUND

The Van Ness Avenue Bus Rapid Transit (BRT) Project comprises a package of transit improvements along a two-mile corridor of Van Ness Avenue between Mission and Lombard Streets. Key features include: dedicated bus lanes, low-floor all-door boarding, consolidated transit stops, high quality stations, transit signal priority, elimination of most left turn opportunities for mixed traffic, and pedestrian safety enhancements. Van Ness Avenue BRT is a signature project in the Prop K Expenditure Plan, a regional priority through the Metropolitan Transportation Commission's Resolution 3434, and a Federal Transit Administration (FTA) Small Starts program project. The project is a partnership between the Transportation Authority, which led the environmental review, and the San Francisco Municipal Transportation Agency (SFMTA), which is leading the preliminary and detailed design phases and will be responsible for construction and operation of the facilities. SFMTA's preliminary engineering team includes internal SFMTA engineers with design support from San Francisco Public Works (SFPW), San

Francisco Public Utilities Commission (SFPUC), and San Francisco Planning Department. SFMTA is also using its on-call consultant HNTB for some specialized tasks.

The core Van Ness Avenue BRT project has been combined with several parallel projects for design, management, and eventual construction. These projects overlap the geography and will result in lower overall cost and construction duration when combined, compared to if they were built separately. The projects include Overhead Contact System, Streetlights, and Poles replacement; SFgo traffic signal replacement; sewer line replacement; water line replacement; and stormwater “green infrastructure” installation. Meanwhile, pavement resurfacing, curb ramp upgrades, and sidewalk bulb outs have always been considered part of the core BRT project. The parallel projects have largely independent funding, but many scope items will be cost-shared with the BRT project. The design plans and specifications include all these projects as part of a single Van Ness Corridor Transit Improvements Project.

Figure 1: Relationship of Van Ness BRT and Van Ness Corridor Transit Improvements Project



DISCUSSION

The purpose of this memorandum is to provide the Plans and Programs Committee with a project update for the Van Ness Avenue Bus Rapid Transit Project.

SFMTA began final design in May 2014 and reached 100% level of design in September 2015, including the scopes of the parallel projects. SFMTA received Phase 2 approval from the San Francisco Arts Commission Civic Design Review in July 2015, retiring a significant project risk to the design work. The 100% design package is currently in review by the California Department of Transportation (Caltrans), the Transportation Authority, and other stakeholders, to provide final comments in early October.

SFMTA is using the Construction Manager-General Contractor (CMGC) project delivery method as opposed to traditional design-bid-build. This method allowed SFMTA to award a contract before the completion of final design, in order to obtain valuable input from the contractor on design details and

construction sequencing. SFMTA bid the CMGC contract in February, and selected Walsh Construction (Walsh) on a best value basis (in lieu of selection based solely on low cost), awarding the pre-construction services contract in July 2015. Walsh has been conducting reviews of the SFMTA design work and meeting with the design team to resolve questions. Their review may result in design changes that improve the value, constructability, and/or sequencing of the work. Walsh has also been meeting regularly with SFMTA to discuss alternate approaches to construction sequencing and traffic management.

The CMGC method does not lock in a total contract price until after design is complete, when SFMTA will negotiate a Guaranteed Maximum Price (GMP) and baseline schedule with the CMGC. If Walsh does not provide a satisfactory price and schedule, the work would be re-bid as a traditional contract. SFMTA has been meeting regularly with Walsh to lay the framework for these negotiations, based on the recent 100% design package. Any design changes agreed to by both parties would be included in the negotiations.

CURRENT ISSUES AND RISKS

The project team held a Risk Assessment update with participation from the CMGC. The current top risks are delays in obtaining required Caltrans permits and other required approvals, and delays in reaching GMP and executing the contract change to issue construction Notice to Proceed. Discussion of risks during construction benefited from the CMGC inclusion, improving the planned approaches to management of particular risks like unforeseen underground conditions.

Under current assumptions, construction would begin in early 2016 and revenue service would begin in early 2019, a delay of about one quarter since the previous Board report. Budget, funding, and schedule updates will next be updated as agreement is reached on a Guaranteed Maximum Price (GMP) and baseline schedule prior to issuing construction Notice to Proceed.

ONGOING ACTIVITIES

Agreements and Approvals: SFMTA is in the process of executing the Caltrans Maintenance Agreement (which requires Board of Supervisors Approval) and Caltrans Construction Cooperative Agreement (which requires Executive Director Approval). SFMTA meets regularly with Caltrans and continues to work to satisfy the requirements to ultimately obtain the Caltrans Construction Encroachment Permit.

SFMTA has general agreement on scope with the sewer replacement and other parallel projects, including water service replacement, green stormwater infrastructure, overhead contact system and pole replacement, and SFgo signal work. These designs have been included in the plans and specifications and will be reviewed concurrently with the BRT project. SFMTA has begun work to establish detailed cost-sharing agreements with the partners.

SFMTA is currently applying for a Certificate of Appropriateness from the San Francisco Historic Preservation Commission for the portions of the project within the Civic Center Historic District, and expects to appear before the Commission in October and receive the Certificate in November. SFMTA is also in process of finalizing sidewalk legislation and obtaining removal permits for trees that are impacted by the project.

Outreach: The SFMTA Community Advisory Commission continues to meet monthly. As part of the process to obtain tree removal permits, SFMTA and SFPW posted notices on all trees that may be removed and held a hearing on the topic in August. Final issuance of the permits is pending based on incorporation of feedback from the public on specific trees. The project expects to replace trees at a nearly 2-to-1 ratio.

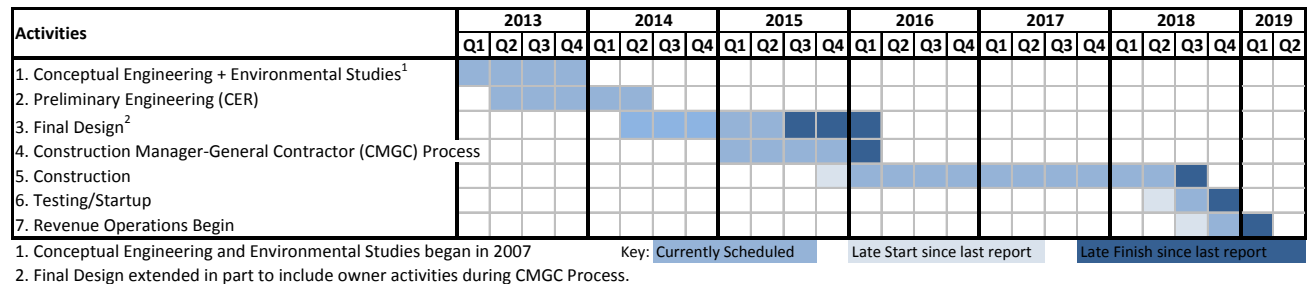
Next Steps/Upcoming Key Milestones: Final Design has reached the 100% level of design in September 2015, but additional changes are possible in response to suggestions from the CMGC related to value, constructability, and/or construction sequencing. Concurrent with these activities, SFMTA will work with Walsh to agree on a Guaranteed Maximum Price (GMP) and baseline construction schedule. Budget, funding, and schedule updates will next be updated in conjunction these agreements.

SFMTA has applied for the Federal Small Starts Grant Agreement (SSGA) in April 2015 and expects to secure the agreement in November 2015. The next application for Prop K sales tax funds will be to match these FTA funds for the construction phase.

PROJECT SCHEDULE AND BUDGET

Schedule: Figure 2 shows the project schedule, which shows a delay of about one quarter since the previous Board Report. The Final Design phase of work has been modified to take into account the CMGC process. While 100% level of design has been reached in September 2015, additional pre-construction collaboration with the contractor has been added to the phase, extending the phase into early 2016. Using the CMGC project delivery method, construction could begin by early 2016, reflecting a delay of about one quarter since the previous Board Report. As analyzed in the Construction Sequencing report that is part of the CER, construction is expected to last approximately 2-1/2 years under aggressive but reasonable assumptions. Revenue service is now anticipated to begin by early 2019. A schedule revision is expected by January 2016, setting a baseline construction schedule for the CMGC.

Figure 2: Van Ness Avenue BRT Project Schedule



Budget: Table 1 on the next page shows the budget for the project by phase as well as expenditures to date for the Core BRT project based on the CER. Some increase is expected in the Final Design phase due to additional pre-construction activities associated with the CMGC process. A cost estimate update is in process based on the 100% design documents, and a budget revision is anticipated by December 2015 in conjunction with the fixing of a Guaranteed Maximum Price from the CMGC. See the “Current Issues and Risks” section of this memo for more detail.

Table 1: Van Ness Avenue Bus Rapid Transit Budget and Expenditures to Date

Phase Name	Budget (\$ millions)	Estimate at Completion (\$ millions)	Expended to Date (\$ millions)¹	% Complete
Conceptual Engineering + Environmental Studies	\$ 7.44	\$ 7.44	\$ 7.44	100%
Preliminary Engineering (CER)	\$ 6.77	\$ 4.90	\$ 4.90	100%
Final Design (PS+E)	\$ 10.07	\$ 10.57	\$ 5.97	56%
Construction (Including Testing/Startup and Contingency)	\$ 134.56	\$ 135.92	\$ 0.00	0%
Procurement (Contribution to Vehicles)	\$ 3.98	\$ 3.98	\$ 0.00	0%
Total	\$ 162.81	\$ 162.81	\$ 18.31	11%

¹As of August 31, 2015.

Funding: Attachment 1 shows the project funding plan. The project will use a mix of Prop K sales tax, FTA Small Starts, and other local funds. SFMTA has included the project in its revenue bond program, bringing the project to full funding. Should additional contingency be needed, SFMTA expects to commit additional revenue bond proceeds.

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. Funding Plan

Attachment 1: Van Ness Bus Rapid Transit Funding Plan
Updated: August 2015

Source ²	Type	Status	Project Phases ¹			Total by Status	TOTAL
			ENV, CER/PE	PS&E	CON		
FTA 5309 Small Starts ³	Federal	Allocated	\$7,031,202	\$6,371,063	\$31,597,734	\$44,999,999	\$74,999,999
		Programmed			\$30,000,000	\$30,000,000	
		Planned				\$0	
SHOPP ⁴	State	Allocated			\$0	\$0	\$7,304,868
		Programmed			\$7,304,868	\$7,304,868	
		Planned				\$0	
PPM Funds	Local	Allocated	\$197,907			\$197,907	\$197,907
		Programmed				\$0	
		Planned				\$0	
Prop K ⁵	Local	Allocated	\$6,977,180	\$1,594,280	\$0	\$8,571,460	\$36,302,444
		Programmed			\$27,730,984	\$27,730,984	
		Planned				\$0	
SFMTA Revenue Bonds	Local	Allocated				\$0	\$26,347,524
		Programmed			\$26,347,524	\$26,347,524	
		Planned				\$0	
California Pacific Medical Center Contribution ⁶	Local	Allocated		\$2,100,000	\$0	\$2,100,000	\$5,000,000
		Programmed			\$2,900,000	\$2,900,000	
		Planned				\$0	
Central Freeway Parcel Revenues ⁷	Local	Allocated			\$0	\$0	\$12,654,135
		Programmed			\$12,654,135	\$12,654,135	
		Planned				\$0	
SFMTA Operating Funds	Local	Allocated	\$1,823			\$1,823	\$1,823
		Programmed				\$0	
		Planned				\$0	
Totals		Allocated	\$14,208,112	\$10,065,343	\$31,597,734	\$55,871,189	\$162,808,700
	Programmed	\$0	\$0	\$106,937,511	\$106,937,511		
	Planned	\$0	\$0	\$0	\$0		

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

² Acronyms used for funding sources include: FTA - Federal Transit Administration, PPM - Planning, Programming and Monitoring, SFMTA - San Francisco Municipal Transportation Agency, SHOPP - State Highway Operation and Protection Program.

³ \$15 million appropriated in the FY 2010/11 federal budget and \$30 million appropriated in FY 2011/12 federal budget.

⁴ SHOPP funding amount programmed in the 2014 SHOPP, adopted by the California Transportation Commission.

⁵ Prop K amount includes \$420,900 in Authority operating funds in Fiscal Years 2009/10 and 2010/11.

⁶ The development agreement with the California Pacific Medical Center was approved by the San Francisco Board of Supervisors through Ordinance 138-13 on July 11, 2013.

⁷ \$12.7 million in Central Freeway Parcel Revenues is dedicated for Van Ness Avenue State of Good Repair improvements.