



AGENDA

PLANS AND PROGRAMS COMMITTEE Meeting Notice

Date: Tuesday, July 19, 2016; 10:30 a.m.
Location: Committee Room 263, City Hall
Commissioners: Tang (Chair), Farrell (Vice Chair), Avalos, Breed, Peskin and Wiener (Ex Officio)

Clerk: Steve Stamos

1. Roll Call
2. Citizens Advisory Committee Report – INFORMATION*

Consent Calendar

3. Approve the Minutes of the June 21, 2016 Meeting – ACTION*
4. Plan Bay Area 2040 Update – INFORMATION

The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) are leading development of Plan Bay Area 2040 (PBA 2040), which sets policy and transportation investment priorities and housing and jobs projections for the nine Bay Area counties through 2040. As Congestion Management Agency, the Transportation Authority coordinates San Francisco's priorities for PBA 2040. MTC has revised the schedule for adoption of the preferred land use and transportation scenario for PBA 2040. The draft transportation investment strategy will be shared with the MTC Partnership Board and committees later this month and ABAG will share draft land use patterns with jurisdictions in August. Both the draft transportation and land use preferred scenarios would be presented to the MTC Committees in September and then in October for adoption. We appreciate this revised schedule which offers more realistic opportunities for input given that many bodies, including the Transportation Authority, are in recess in August. Over the summer we will coordinate with project sponsors and interested stakeholders to evaluate the draft scenario to see how well it satisfies the San Francisco advocacy goals and project priorities we established for PBA 2040 and to identify any need for continued advocacy.

End of Consent Calendar

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

The Transportation Authority has an eleven-member Citizens Advisory Committee (CAC). CAC members serve two-year terms. Per the Transportation Authority's Administrative Code, the Plans and Programs Committee recommends and the Transportation Authority Board appoints individuals to fill any CAC vacancies. Neither Transportation Authority staff nor the CAC make any recommendations on CAC appointments, but we maintain an up-to-date database of applications for CAC membership. A chart with information about current CAC members is attached, showing ethnicity, gender, neighborhood of residence, and affiliation. There are two vacancies on the CAC requiring committee action. The vacancies are the result of the automatic membership termination of Brian Larkin (District 1 resident) and Santiago Lerma (District 9) due to four absences over twelve regularly scheduled consecutive meetings, pursuant to the CAC's By-Laws. Mr. Larkin and Mr. Lerma are both seeking reappointment, and are required to

reappear before the Plans and Programs Committee to be reappointed, per the CAC's By-Laws. Attachment 1 shows current CAC membership and Attachment 2 lists applicants.

6. Recommend Allocation of \$45,417,062 in Prop K Funds and \$141,794 in Prop AA Funds, with Conditions, for Eleven Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules, and a Commitment to Allocate \$3,810,006 in Prop K Funds – ACTION*

As summarized in Attachments 1 and 2, we have eleven requests totaling \$45,558,856 in Prop K and Prop AA funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$27.3 million in Prop K funds to leverage over \$258 million in federal, state, and local funds for construction of improvements on Van Ness Avenue including bus rapid transit (BRT). Van Ness BRT service is anticipated to start in spring 2019. The SFMTA has requested \$4.1 million for major rehabilitation of the light rail track in Muni's Twin Peaks Tunnel (Castro to West Portal Stations) which will improve travel time and reliability on the K, L, and M lines. The SFMTA is requesting the annual Prop K contribution of \$10.193 million for paratransit operations, slightly higher than the amount programmed in the Strategic Plan due to the increased cost of services under a new contract. The SFMTA has also requested Prop K and Prop AA funds for five street improvement projects including: \$1.7 million for six new traffic signals and two flashing beacons, \$1.54 million for traffic signal upgrades at seven locations along Webster Street, \$150,000 for bicycle facility maintenance, \$213,525 for evaluation of local traffic calming applications, and \$260,000 for the planning phase to identify preferred designs for the Bosworth/Arlington and Bosworth/Lyell intersections near Glen Park. Finally, the SFMTA is requesting \$100,000 in Neighborhood Transportation Improvement Program (NTIP) funds to study the potential reconfiguration of West Side transit routes including the 66-Quintara line to improve access to transit hubs. San Francisco Public Works is requesting \$5,278 in Prop K funds and a commitment to allocate \$259,119 to match a federal grant for a multi-use trail on Great Highway between Sloat and Skyline, and \$30,000 in NTIP funds for traffic calming improvements at the entrances to South Park.

7. Update on the I-80/Yerba Buena Island East Side Ramps Project – INFORMATION*

The Transportation Authority is working in collaboration with the Treasure Island Development Authority (TIDA) to construct new I-80/westbound on and off ramps (on the east side of Yerba Buena Island (YBI)) connecting to the new Eastern Span of the San Francisco-Oakland Bay Bridge (SFOBB). TIDA is starting its redevelopment construction efforts on Treasure Island and YBI. Caltrans is also continuing its new Eastern Span SFOBB construction efforts; reconstructing the I-80 east bound on and off ramps including extending the Eastern Span bicycle pedestrian path to YBI. We have been actively coordinating with Caltrans, the Bay Area Toll Authority (BATA), TIDA, and the U.S. Coast Guard to ensure proper coordination of all related construction efforts. In anticipation of the new Eastern Span bicycle pedestrian path extension to YBI occurring in fall 2016, all of the affected agencies have determined it would be advantageous to design and construct temporary trail landing Vista Point (Vista Point) improvements on YBI adjacent to the SFOBB bicycle/pedestrian path touch down area. These improvements would provide a temporary larger, more amenable Vista Point area (on U.S. Coast Guard property – Quarters 9), including hydration station, portable restrooms, bike racks, parking lot and pedestrian actuated crosswalk. The Vista Point improvements would be delivered by the Transportation Authority in partnership with BATA. BATA will be responsible for designing the facility and funding 50% of construction, while the Transportation Authority will be responsible for constructing the Vista Point improvements (as a construction contract change order to the I-80/YBI East Side Ramps project) and funding 50% of construction. Vista Point construction work is targeted for completion in fall 2016 and will be coordinated with the new Eastern Span bicycle pedestrian path extension to YBI. Construction of the project is proceeding on schedule and within budget, and is approximately 90% complete.

8. Update on Late Night Transportation Plan – INFORMATION*

The Transportation Authority, together with the Office of Economic and Workforce Development, the Entertainment Commission, and the Late Night Transportation Working Group, has been working to advance the recommendations of the 2015 Working Group report "The Other 9-to-5: Improving Late-Night and Early-Morning Transportation for San Francisco Workers, Residents, and Visitors." The set of initiatives in this second phase of work includes a coordinated information campaign to communicate existing services, a pilot program to fund location-specific improvements, and establishment of an ongoing data monitoring practice. In addition, the Transportation Authority is leading an analysis of the existing all-night Muni and regional bus service to identify proposed changes. We have completed the first part of this work, a demand analysis to identify where late-night workers live, where their workplaces are in San Francisco and the region, and where the existing network fails to serve

areas with potential demand. Next steps are two evaluate the performance of existing late-night bus service and identify recommendations for both cost-neutral changes and network expansions that would require additional resources.

9. Recommend Adoption of the San Francisco Parking Supply and Utilization Study Summary Report – ACTION*

Congestion is an ongoing issue in San Francisco, affecting its goals of Livability, Economic Competitiveness, and Healthy Environment, as defined in the San Francisco Transportation Plan. At the time of adoption of the Mobility, Access, and Pricing Study (MAPS) in 2010, the Transportation Authority Board and other stakeholders requested that staff examine policies that address parking demand and supply to see if these policies could serve as an alternative or complement to cordon based pricing. The Parking Supply and Utilization Study (PSUS) evaluated the feasibility of several parking-related strategies for congestion reduction through shifting trips from auto to non-auto modes (mode shift) or shifting trips to less congested time periods (peak spreading). PSUS found that the evaluated parking strategies perform modestly in mitigating area-wide congestion, and were less effective than the preferred cordon pricing scenario examined in MAPS. Rather than further pursue any of the strategies analyzed in the Study, PSUS recommends that agencies pursue current parking related initiatives, including the Residential Parking Permit Evaluation and Reform Project and implementation of the city's proposed Transportation Demand Management Ordinance. PSUS also recommends that the Transportation Authority evaluate the outcome of its ongoing pricing and demand management initiatives, including the Treasure Island Mobility Management Program and the Freeway Corridor Management Study, before further pursuing cordon based pricing initiatives in downtown San Francisco. The enclosure is a summary report for the Study.

10. Introducing Connect SF Long-Range Vision and Initial Round of Public Outreach – INFORMATION

Connect SF is a multi-agency long-range planning process to build an effective, equitable and sustainable transportation system for our future. Partner agencies include the Transportation Authority, the San Francisco Municipal Transportation Agency, the San Francisco Planning Department, and the San Francisco Office of Economic and Workforce Development. The first major effort of the process is developing the Long-Range Vision which will set goals for the future of transportation in San Francisco over the next 50 years. The Long-Range Vision will guide follow-on efforts including a major update to the countywide transportation plan (the San Francisco Transportation Plan – SFTP) (following a minor/focused update that is underway), a long-term transit study, a freeway and street traffic management study, and an update to the Transportation Element of the San Francisco General Plan. Public outreach for Connect SF will begin this summer with several interactive Community Visioning Sessions and an online survey through which residents will be able to inform the Long-Range Vision. At the July Plans and Programs Committee meeting, agency staff will provide an overview of Connect SF, introduce the Long-Range Vision, and announce the initial round of public outreach.

11. Introduction of New Items – INFORMATION

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

12. Public Comment

13. Adjournment

* Additional materials

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The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26. Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the

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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.

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

In order to assist the Transportation Authority's efforts to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products. Please help the Transportation Authority accommodate these individuals.

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

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; telephone (415) 252-3100; fax (415) 252-3112; website www.sfethics.org.