



# 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**

**Page**

1. **Roll Call**
  2. **Citizens Advisory Committee Report – INFORMATION\*** 5
- Consent Calendar**
3. **Approve the Minutes of the June 21, 2016 Meeting – ACTION\*** 19
  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\*** 25

The Transportation Authority has an eleven-member Citizens Advisory Committee (CAC). CAC members serve two-year terms. Per the Transportation Authority's Administrative Code, the Plans and Programs Committee recommends and the Transportation Authority Board appoints individuals to fill any CAC vacancies. Neither Transportation Authority staff nor the CAC make any recommendations on CAC appointments, but we maintain an up-to-date database of applications for CAC membership. A chart with information about current CAC members is attached, showing ethnicity, gender, neighborhood of residence, and affiliation. There are two vacancies on the CAC requiring committee action. The vacancies are the result of the 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\*** **31**

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\*** **43**

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\*** **63**

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 to 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\*** 71

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

-----

Please note that the meeting proceedings can be viewed live or on demand after the meeting at [www.sfgovtv.org](http://www.sfgovtv.org). To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

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,

## Plans and Programs Committee Meeting Agenda

Room 244. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the 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](http://www.sfethics.org).



# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

Wednesday, June 22, 2016

### 1. Committee Meeting Call to Order

Chair Chris Waddling called the meeting to order at 6:03 p.m.

CAC members present were Chris Waddling (Chair), Peter Sachs (Vice Chair), Becky Hogue, John Larson, Jacqueline Sachs (entered during Item 6) and Bradley Wiedmaier.

Transportation Authority staff members present were Colin Dentel-Post, Cynthia Fong, Rachel Hiatt, Jeff Hobson, Seon Joo Kim, Anna LaForte, Maria Lombardo, Mike Pickford, Steve Rehn and Michael Schwartz.

### 2. Chair's Report – INFORMATION

Chair Waddling said that there would be two CAC appointments on the agenda of the July 19 Plans and Programs Committee meeting, and that Brian Larkin would be seeking reinstatement. He also said that due to the Board of Supervisors' August recess, the next scheduled meeting of the CAC would be Wednesday, September 7.

### Consent Calendar

3. **Approve the Minutes of the May 25, 2016 Meeting and June 15, 2016 Special Meeting – ACTION**
4. **State and Federal Legislative Update – INFORMATION\***
5. **Citizens Advisory Committee Appointments – INFORMATION**

There was no public comment on the Consent Calendar.

Becky Hogue moved to approve the Consent Calendar, seconded by Peter Sachs.

The Consent Calendar was approved by the following vote:

Ayes: CAC Members Hogue, Larson, P. Sachs, Waddling and Wiedmaier

Absent: CAC Members Ablog, Lerma, J. Sachs and Tannen

### End of Consent Calendar

6. **Adopt a Motion of Support for 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**

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

Peter Sachs asked about the costs and benefits of constructing parking lots near the South Ocean Beach Multi-Use Trail given erosion issues. Oscar Gee with San Francisco Public Works (SFPW) replied that currently only the parking lot at the north end of the project area

was affected by erosion and would not be replaced. Brian Stokle with San Francisco Department of Recreation and Parks said the parking lot at the south end would be added at some point in the future. Mr. Stokle further explained that the proposed middle lot would be added in Phase 1 (the current request), noting that SFPW had to balance the issue of coastal erosion with the public's desire for access to the beach as evidenced by a substantial amount of informal parking in undesignated areas. Mr. Sachs asked how long the middle parking lot would be sustained due to ongoing erosion. Mr. Stokle said that this proposed lot would be placed where the roadway currently was located, but that SFPW did not currently know how long it would be in place.

John Larson asked if there was a timeframe for Phase 2 modifications and an end date. Mr. Gee replied that SFPW anticipated the project would be completed by 2021.

Chair Waddling asked what the purpose of narrowing was if it would divert drivers to other nearby routes, as well as which streets would be affected. Mr. Gee replied that drivers would likely be rerouted, but that retreat from the erosion was the main purpose. Mr. Sachs expressed concern that congestion was likely during Phases 1 and 2, and that it would shift to other streets in the neighborhood. He also expressed general concern about unintended congestion impacts and the lack of funds set aside to mitigate them. Mr. Gee responded that a SPUR 2010 transportation study indicated that narrowing would cause minimal traffic impact, as Sloat Boulevard and Skyline Street would provide route options. He said before implementing a full closure, all the coordinating agencies would have an opportunity to evaluate the impact as part of a larger traffic impact analysis.

Mr. Gee said he could provide SPUR's 2010 transportation study and did not know if it was referred to in the Master Plan. Tim Dougherty with the San Francisco Municipal Transportation Agency (SFMTA) confirmed the transportation study was included in SPUR's Ocean Beach Master Plan and that long-term transportation impacts from the project would be evaluated under the California Environmental Quality Act process.

Mr. Larson asked about the status of \$61 million in funds from the San Francisco Public Utilities Commission (SFPUC) for Van Ness Avenue Bus Rapid Transit (BRT) improvements. Kamini Lall with the SFMTA replied that the SFPUC and SFMTA were still holding discussions and said it should be known in the next few days if and how much it would be.

Mr. Sachs asked if the bus bridge needed during the Twin Peaks tunnel work could skip Forest Hill station on some trips to save time on a very circuitous route. Ms. LaForte said that staff would pass along the suggestion.

With respect to the Van Ness Avenue BRT project, Mr. Wiedmaier asked if the stop at McAllister Street would receive special treatment due to its historical status. Ms. Lall replied that she did not know, but that organizations specializing in historical preservation were being consulted. Mr. Wiedmaier said that the current design, especially the bulky handrails and railings, seemed contemporary and did not match the historic landmark. Ms. Lall said she would confirm if those designs were final or if there were differing designs for the McAllister stop.

With respect to the Bicycle Facility Maintenance project, Mr. Waddling said that in some of the locations where pavement markings would be repainted, such as the Wiggle, the pavement was in poor condition and it did not make sense to paint over it before it was repaired. He also said there was a citywide problem with poor pavement in bicycle lanes, forcing bicyclists to dangerously use the part of the road designated for motor vehicles to avoid rough pavement. He noted John Muir Drive as a prime example of the situation.

Rachel Alonso with SFPW said she was surprised that bike lane pavement was worse than that

for vehicle lanes, since damage should be worse from heavier vehicles, and that pavement renovation renewed the entire road surface from curb to curb. She noted that SFPW had a 5 Year Paving Plan and that SFPW and the utilities had been trying to improve coordination efforts to deliver repairs through a single contract for all needed improvements in a given street segment, but did not know how bicycle lanes were selected for repainting. Craig Raphael with the SFMTA said the SFMTA administers spot treatments to transit lanes before red painting if a full pavement renovation was not scheduled soon. He said he would follow up on the bike painting issue to see what was done when the painting and paving schedules were not in sync.

During public comment, Alice Rogers with the South Park Improvement Association said the South Park neighborhood had often been perceived as a different kind of neighborhood than it really was. She continued saying that it was often thought of as a place with lots of technology workers during the day, but she pointed out that the area included “under the radar” uses such as Single Room Occupancy units with many disabled tenants, as well as a Filipino senior center. She said she wanted to make sure the traffic calming would improve safety and was not just cosmetic.

Chair Waddling thanked Ms. Rogers for coming to the meeting to represent folks who couldn't easily attend themselves. He asked if staff could provide their contact information for the public to seek traffic calming improvements. Chad Rathmann with the SFMTA provided the website where members of the public could request traffic calming improvements. [<https://www.sfmta.com/calming>.]

Tim Dougherty with the SFMTA said the Planning Department was leading an update on the local coastal plan, which was an element of the City's General Plan. He offered to provide a link to the CAC, noting that the update incorporated some of the new policies that were discussed as part of the South Ocean Beach Multi-Use Trail project.

Jacqueline Sachs said she wanted the SFMTA to evaluate the 66-line and consider reverting back to the route as it was prior to 2002. She said a lot of seniors and people with disabilities used it, and that the 66-line buses typically lay over at 9<sup>th</sup> and Judah Streets before turning around.

Mr. Sachs said it was important not to generalize about neighborhood populations and voiced support for the proposed study to improve the route's effectiveness.

Mr. Wiedmaier asked if the unusual, high curbstones at South Park would be left undisturbed in order to preserve its character. Marien Coss with the San Francisco Recreation and Parks Department confirmed that the higher curbs would be retained and that the park would be fully accessible, with an accessible pass through the park. Ms. Rogers added that South Park had gone through a historical review which concluded that the curbstones were not historic.

John Larson moved to approve the item, seconded by Becky Hogue.

The item was approved by the following vote:

Ayes: CAC Members Hogue, Larson, J. Sachs, P. Sachs, Waddling and Wiedmaier

Absent: CAC Members Ablog, Lerma and Tannen

## 7. **Development of a Potential Local Transportation Revenue Measure and Expenditure Plan – INFORMATION**

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

Mr. Sachs said he read the minutes from the June 15, 2016 CAC Special Meeting and agreed with Peter Tannen's comments and noted he was not a fan of earmarking things in a budget without guaranteeing funds. For that reason, he said he was more a fan of the back-up plan. With respect to the charter amendment, he commented that it set up administration of transportation programs under three different agencies and noted that this raised concern about miscommunication, duplication of effort, etc. and that he would prefer to have the Transportation Authority or another agency administer all the programs.

Responding to the comment about budget set asides, Ms. Lombardo noted that the Board of Supervisors (BOS) had introduced a 0.75% general sales tax measure, that if approved, would provide enough revenue to cover the increased expenditures that would be created through the charter amendment. She continued to note that the charter amendment contained a provision that allowed the Mayor to terminate the charter amendment by January 1, 2017 if general fund revenue projections did not look sufficient to pay for the set asides, e.g. such as if the general sales tax did not pass. Mr. Sachs noted that this was confusing for voters who had to make the connection between the two measures, especially with many other items on the ballot. Ms. Lombardo acknowledged his point, noting that in the June election, Solano County voters approved a policy advisory measure that outlined a spending plan, but failed to approve the related general sales tax.

Ms. Lombardo said the proposed administrative split was the result of negotiations, and that coordination happened on most projects of medium to large size, as they tended to have multiple funding sources. She also noted that the transportation sales tax expenditure plan required that the 5-year prioritization programs go through the City's Capital Planning Committee for input prior to adoption as an effort to further improve coordination.

Ms. Sachs said she had worked on Prop B in 1989 among other transportation-related efforts. She attended the Policy and Programs Committee Meeting on June 21, 2016 and said that she disagreed with a new tax measure and that the SFMTA should use the funds they currently receive. She stated that Prop K should be extended before pushing this additional revenue measure, and did not think the public will support this new measure.

Mr. Larson also agreed with Peter Sachs and Peter Tannen in that ballot box budgeting was bad public policy. He said that for example, in the past voters approved parking garages for museums but did not approve of supporting the museums. He asked if the termination clause were exercised, was there a plan to go back for funding. Ms. Lombardo said that like many other jurisdictions the city would need to try again.

Mr. Sachs said the City was mismanaging funds for homelessness and that the public was not getting their money's worth. He said he was concerned that the bundled measure proposed by City Hall which combined transportation and homelessness could result in transportation not getting funded.

There was no public comment.

## 8. **Adopt a Motion of Support to Adopt the San Francisco Parking Supply and Utilization Study Summary Report – ACTION**

Michael Schwartz, Principal Planner, presented the item per the staff memorandum.

Ms. Sachs said she did not understand why the City would not let the Pacific Dental School students and faculty use a nearby garage when it wanted to move locations. Mr. Schwartz said the study did not look at specific cases like that, but rather tried to evaluate available spaces in order to manage supply. Ms. Sachs said she observed underutilized parking lots throughout the City.



Mr. Wiedmaier said the study looked only at parking, which was not as effective as cordon pricing, and asked why the study did not consider the effect of both. He also asked is there would be a study that addressed the congestion impact of ride hailing services, especially during the peak times of Friday and Saturday nights. Mr. Schwartz said the study did not look into cumulative effects because there was not a preferred parking management approach. Mr. Schwartz said the Transportation Authority, as the Congestion Management Agency for San Francisco, was interested in understanding the effects of ride hailing services on congestion. For that reason, he said that staff was starting a project to look at technology-enabled transportation, and overcoming the challenge of a lack of data to draw definitive conclusions around the effect of services like ride hailing.

Ms. Hogue asked if the Transportation Authority was looking at Treasure Island as an example to be used elsewhere. She said Treasure Island residents did not think they should be charged to use City streets. Mr. Schwartz replied that it would be a demonstration and that agencies would learn from the results of that effort. Mr. Schwartz noted that congestion pricing would require new state legislation as one of a number of approvals before it could be implemented.

There was no public comment.

Peter Sachs moved to approve the item, seconded by Jacqueline Sachs.

The item was approved by the following vote:

Ayes: CAC Members Hogue, Larson, J. Sachs, P. Sachs, Waddling and Wiedmaier

Absent: CAC Members Ablog, Lerma and Tannen

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

Eric Cordoba, Deputy Director for Capital Projects, presented the item per the staff memorandum.

Becky Hogue asked if there would be any traffic circulation conflicts during the demolition and if there would be public education for residents, who were especially affected by the project. Mr. Cordoba replied that the demolition was underway and weekly coordinating meetings were being held to minimize traffic circulation conflicts and added that there would be public education.

Mr. Larson congratulated the Transportation Authority for being under budget. Mr. Cordoba credited the engineering staff for managing changes very well.

Mr. Wiedmaier asked if native plants that could tolerate roadside conditions would be used in the landscaping on Yerba Buena Island. Mr. Cordoba said that the Transportation was working with San Francisco Environment, which helped to develop the habitat plan. He said that trees would be planted over several years, but not at this time due to visibility needs of the U.S. Coast Guard.

There was no public comment.

**10. Update on Late Night Transportation Plan – INFORMATION**

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

Ms. Sachs asked if there would be more Late Night Working Group meetings. Mr. Dentel-Post replied that there would be, and that the next was scheduled for August 10.

Mr. Sachs asked if all rotating shifts to San Francisco International Airport were captured, and noted that the presentation appeared to show high demand there. He stated that even if there were low trip numbers, there could be room for improvement because late night BART service

was very poor. Mr. Dentel-Post said he agreed.

Mr. Larson asked if businesses were interested in expanding late night work shifts. He said he was interested in whether expanded service would meet existing demand or if increased service would create demand and increase the number of graveyard shifts. Mr. Dentel-Post replied that currently, businesses found it challenging to staff shifts because people could not access the job sites due to transportation constraints. He stated that he did not know what the effect would be.

Ms. Sachs asked if the 2002 schedules were considered and if technology companies were still taking people home on their own buses. She added that a lot of restaurant workers were affected. Mr. Dentel-Post replied that he was aware of service cuts in 2009 but said there have been substantial changes since the late night roll out in 2006 and a fresh evaluation was desired. He also said that there was not much data on the frequency and capacity of technology company bus rides.

There was no public comment.

#### **11. Introduction of New Business – INFORMATION**

Mr. Sachs stated the red bus lines on Mission Street have created new problems that he would like evaluated. He stated that the bus lines took away right turn lanes, which forced automobile drivers to use the bus lane in order to turn right. He stated that this had created delays at intersections for both pedestrians and #14 buses – which sometimes must wait two light signals to get through the intersection at the far stop.

Ms. Sachs stated that she went to the SPUR meeting and that Lower Stockton was not on the agenda. She said that she was in favor of a Special CAC meeting to discuss likely amendments to the potential new revenue measure.

#### **12. Public Comment**

There was no public comment.

#### **13. Adjournment**

The meeting was adjourned at 8:13 p.m.



# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

Monday, July 11, 2016 Special Meeting

### 1. Committee Meeting Call to Order

Chair Chris Waddling called the meeting to order at 6:10 p.m.

CAC members present were Chris Waddling (Chair), Peter Sachs (Vice Chair), Myla Ablog, John Larson, Jacqueline Sachs and Bradley Wiedmaier.

Transportation Authority staff members present were Michelle Beaulieu, Seon Joo Kim, Anna Laforde, Maria Lombardo and Eric Young.

### 2. Adopt a Motion of Support to Endorse the Proposed San Francisco Transportation Expenditure Plan – INFORMATION/ACTION

Maria Lombardo, Chief Deputy Director, presented the item per the staff memorandum. She acknowledged Monique Webster, San Francisco Municipal Transportation Authority (SFMTA), who was also available to answer questions.

Chair Waddling asked if the sales tax would continue to move through the legislative process should the Board of Supervisors (BOS) vote on July 19 to put the charter amendment on the ballot. Ms. Lombardo replied that it would not, as only one of the measures would be placed on the ballot. Chair Waddling asked if the decision on which measure would move forward would be made at the July 19 BOS meeting. Ms. Lombardo replied that the deadline to place either measure on the ballot was August 5, so the BOS could make a decision at the July 19 meeting or continue the discussion over the next couple of weeks.

Peter Sachs asked whether there was uncertainty or disagreement among the BOS about which measure to place on the ballot. Ms. Lombardo replied that Supervisor Avalos was one of the initial sponsors of both measures, but that he withdrew his support of the charter amendment pending a withdrawal of Supervisor Farrell's proposal related to the City's ability to clear out homeless encampments with 24-hours' notice. She said that both the Mayor and several members of the BOS wanted a transportation measure on the ballot, but that there were many other measures, including those related to homelessness, that were also part of the complicated discussions going on as policymakers decide which measures ultimately will make it to the ballot.

Myla Ablog asked how many new jobs would be potentially created through this measure, and stated that a lot of residents in the southeast sector of the city were concerned about a new tax, and that job creation could be a good messaging point. Ms. Lombardo said she would follow up with that information.

John Larson asked for more detail on the charter amendment clause that allowed all of the Muni Fleet, Facilities and Infrastructure Repair and Maintenance funding to be directed to Transit Service and Affordability in down economic years. Ms. Lombardo stated that the current charter amendment language allowed the SFMTA to direct up to 100% of the Muni capital (fleet, facilities, etc.) category could to the Transit Service and Affordability category in bad economic times to prevent service cuts, while the previous draft capped that amount at 25%. Mr. Larson

asked that in the event the charter amendment passed but the three-quarter sales tax did not, would there be enough funding available in an economic downturn to support transit service. Mr. Larson also asked if the failsafe mechanism whereby the Mayor could retract the charter amendment if the sales tax did not pass was still included in the charter amendment. Ms. Lombardo confirmed that it was.

Chair Waddling stated that the \$100 million per year would go up with inflation and growth, and said that the percentages of funding was what should be considered by the CAC because of that potential. He asked that in the event of a down economy, and if Muni transit capital funds were to be shifted to operations, was there were a way to recoup funding for that category when the economy rebounded. Ms. Lombardo replied that the charter amendment included a baseline set-aside amount which would rise and fall with the discretionary revenues in the General Fund. She said the source of funding in that set-aside was primarily from property taxes, and that the source was less susceptible to economic downturns than a sales tax, and likely wouldn't have the same highs and lows as a sales tax. She added that the Controller felt it would have a similar overall growth rate as the sales tax, but that there was no provision to reset the baseline at a future date.

Mr. Sachs voiced concern about the provision enabling the transfer of capital funds to operations funds in a down economic year, and noted that the City of Chicago had a property tax increase funding a multi-million-dollar capital investment program to address a shortfall for the Chicago Transit Authority (CTA). He said that shortfall occurred because over many years, the CTA kept shifting funds from capital to operations accounts, and that he felt that was a poor budget process policy. He expressed concern over having an explicit mechanism to allow this practice, and to take \$20 million per year from capital to operations, with no mechanism to shift it back after a few years to make up for the deficit in capital funds. Mr. Sachs also pointed out that under the charter amendment, the SFMTA would administer both of the categories, while in a sales tax the Transportation Authority would act as a check on this potential shifting of funds.

Chair Waddling asked if there were a mechanism to return the money from the service to the capital category. Ms. Lombardo replied that there was no such mechanism, but that the SFMTA had a 'rainy day' fund, and that the diversion would not be permitted to exceed the cost of maintaining existing service. Chair Waddling raised concerns about potentially poor decision-making in the future by SFMTA management regarding these funds if there were a change in leadership.

Mr. Larson stated that the current language regarding when this shift of funds could be implemented was vague. He noted that the charter said "should SFMTA be required to make service reductions as part of its budget," but that it was not explicitly tied to a revenue shortfall or some kind of downward trend in the budget. He said this could be open to the perniciousness of the agency and that there should be more specificity.

Mr. Sachs asked if Muni could shift funds from the operations budget into the pension fund, then from capital into operations, should there be a pension fund deficit. Chair Waddling stated that he believed it could be possible but that it was unclear. Ms. Lombardo replied that these were valid points, and that the authors of the amendment were trying to make it simple and flexible enough to work well for 25 years, but with clarity on where the funds were going. She noted that it is very difficult to craft a service cuts trigger and that the proposed language represented a compromise that was necessary to bring along the Transportation Equity and Justice Coalition members, who wanted to protect the City's most vulnerable residents from service cuts. Ms. Lombardo also stated that SFMTA had a huge capital shortfall that was still not covered by the proposed measure, which should provide a counter balance to the shifting of

capital to operating funds. Chair Waddling stated that it would be difficult to try to itemize every item to which money could or could not go in this sort of measure.

Jacqueline Sachs referenced her history working on Propositions B and K. She stated that in Cleveland, 45 years ago, a 1.1% tax was proposed on a large county where the transit systems were falling apart but that it did not pass. She said they went back to the voters with a 1.1% tax and at the same time proposed to lower fares, and that this was contrary to what Muni had been doing. She said that within five years the Cleveland system generated \$60 million and were able to completely rebuild the two rail lines, and given that, San Francisco should be able to complete the Geary Light Rail Transit (LRT) within 20 years. She went on that in Prop B, there was \$100 million tied to Geary LRT and \$100 million for Third Street, however in order to get federal funding all of the Geary LRT money was allocated to the Third Street LRT and the Central Subway. Ms. Sachs said she had mentioned this at previous meetings, and that she believed Muni should work within its existing budget. She said that Prop K was going to have to be extended to complete all the Prop K projects, and that she did not believe that San Francisco residents should be taxed again when they have been taxed twice, in addition to fares going up. Ms. Sachs said she would like to see the Prop K projects finished before seeing an additional sales tax, and that in the five-year prioritization program for Prop K, there was money for Geary Corridor Bus Rapid Transit (BRT) but none for Geary LRT. She said she does not know how Geary Boulevard could be light rail-ready with the current design, and that she also did not support the green and red lanes being painted across the city. She added that the funding for the painted lanes should go to Geary LRT and to the Late Night Transportation investments and service instead. She said that as a transit-first city, San Francisco should not cater so much to the San Francisco Bicycle Coalition, and that there were people who ride the bus all day long outside of commuting hours as well. Ms. Sachs said that the Transit Effectiveness Project reduced service and was a bad idea, and that she believed the city needed to increase, not decrease, transit service. She said residents had been relying on Muni for over a century and that the city should not change the service now. She reiterated that she was against a new sales tax for transportation, and believed that voters wanted to see projects finished before voting on a new measure.

Chair Waddling responded that the 'red carpets' were cheap to implement, and that he had found the carpets to provide valuable transit time-savings. He said that green lanes demarcating bicycle lanes, increased the number of cyclists which took cars off the road and made more room on buses. He noted that the amount of money spent on bike infrastructure overall was miniscule, even compared to the small amount spent on paratransit, and that the city had to use the limited infrastructure space to find the best ways to maximize it. He added that he did not support pitting these various interests against one another, noting that someone on a bike was making a ride better for someone in a car, and that someone in a paratransit bus was making it better for someone on a bike and so on. Chair Waddling also stated that it was important to consider if these new projects were needs rather than just wants. He said he would like reassurance that paying a new sales tax was going to make the transportation system functionally better. He asked if the proposed expenditure plan was the same amount as Prop K, what the Prop K categories were, and how much the new revenues were adding to existing categories, or if they would be funding new projects. He said that knowing how much would go into each Prop K category to help existing projects get completed would be helpful to demonstrate the way this funding would help expedite projects.

Ms. Lombardo responded to Ms. Ablog's earlier question about job creation by citing the American Public Transit Association's estimate that 50,000 jobs were generated per \$1 billion investment, so the \$3 billion raised in this measure would create approximately 150,000 jobs and that is without accounting for any leveraging of other funds. She added that San Francisco agency grant recipients were also bound to local hire regulations, and agreed that this would be

an important message for this measure.

To Chair Waddling's comments, Ms. Lombardo said that she could provide some examples. For instance, she noted that while Prop K had a small amount annual amount remaining for street resurfacing (~\$2-5 million estimated), as did Prop AA (~\$2.5 million), she said those amounts, in addition to the amount included in the new revenue measure, would still would not be enough to get the city to a Pavement Condition Index of 70, which was the goal. She said contributing to the street resurfacing funding shortfall primarily was the decrease in funding from the state via the gas tax, which had dropped precipitously in recent years (e.g. ~\$13 million to \$3 million), as well as past local decisions to not prioritize street resurfacing in the General Fund. Ms. Lombardo stated that the Transit Optimization and Expansion and Regional Transit categories would allow the city to advance projects such as Muni Forward, subway expansions, the next generation of BRT projects, etc. She mentioned that the comparable Prop K category was Transit Preferential Streets and Bus Rapid Transit, which was funding the Geary Corridor and Van Ness Avenue BRT projects. She said that funding in this category was nearly entirely programmed to specific projects, and that it would help fund Van Ness BRT through construction and Geary BRT through design. She said the Transportation Authority was looking for additional funding sources for Geary BRT, and that for any new projects, including Caltrain or BART, there would need to be a new revenue source. She noted that other counties were in the process of doubling their existing half-cent sales tax to a full cent because the federal and state governments weren't providing sufficient funding noting that Contra Costa and Santa Clara Counties were looking to do this in November 2016 and Alameda County had done this in 2014. She said regarding transit service, Prop K only included operations funding for paratransit, and that in the future, that category would be able to be supplemented through the new measure if costs increased, in addition to many other projects such as late night service, subsidized passes, and investments from the Muni Equity Strategy, which were eligible for Prop K funding. She added that the Smart System Management eligible projects, such providing carpool lanes on the freeway in San Francisco to provide travelers a continuous carpool lane to/from Santa Clara, were not currently eligible for Prop K funds, and that this category would also supplement Transportation Demand Management (TDM), which only received a few hundred thousand dollars per year through Prop K. She ended by saying TDM was a very cost effective way to make the current system work better and to squeeze more capacity out of it while we deliver the larger capacity improvement like new BART cars or transit extensions.

Bradley Wiedmaier noted that the state was looking at a mileage-based fee system to make up for the decrease in gas tax revenue. He acknowledged that the roads were in truly poor condition in San Francisco, and asked what the score for streets was today and how long the state had been underfunding resurfacing. Ms. Lombardo replied that this problem was not unique to San Francisco and that each year the Metropolitan Transportation Commission reported on the state of the system. She said the scale used was from 1-100, with 100 being the top score. She explained that a score of 70 means streets were generally in good shape, and that while she couldn't remember the exact number, San Francisco streets were currently around 62-64. She noted that the value of the state gas tax had been declining for decades, but most precipitously in the last few years with declining gas prices and more fuel efficient vehicles, and that cities were also deciding to spend General Fund dollars on other things besides street resurfacing. She added that the road user charge proposed at the state was cutting edge and would likely be 5-10 years out in the future before it was implemented.

Mr. Wiedmaier expressed concern with the regressive nature of sales taxes. He said he was appreciative of the attempts to make equitable investments in the expenditure plan to mitigate this problem, but that he was concerned to see entire communities disappearing from the City, particularly African American communities. He noted he had lived in other states like Oregon

with no sales tax. Mr. Wiedmaier said he was pleased to see a payroll tax proposed by Supervisor Mar, which was more progressive, and thought that for the 25-year plan, the city should be able to come up with a more progressive funding source as well. He mentioned that the new head of the Chamber of Commerce had spoken against these new taxes, as there were quite a few on the ballot, but that he was glad to see state Prop 55 which would extend the portion of State Prop 30 which levied a higher income tax on the wealthiest Californians. He said he was pleased to see the equity options, but was also concerned about the politics at the BOS and the CAC's perceived lack of influence given all the potential ballot measures – transportation and otherwise – under consideration. He said these were important and needed services, but that there should be a transition or trigger option to move away from a sales tax for a period of time this long, and expressed disbelief that voters would support this measure.

In response to Chair Waddling's question, Ms. Lombardo stated that the Controller's office estimated that roughly half of the current sales tax revenues come from residents while the rest come from visitors, employees and businesses in the city. She said a vehicle license fee would be paid entirely by San Francisco residents, and added that the BOS did listen to the CAC's perspective. She also pointed out that almost everything in this measure was designed to improve transit or to achieve Vision Zero goals, noting that the equity analysis from the San Francisco Transportation Plan found that transit, bike and pedestrian investments had been shown to disproportionately benefit low-income communities and communities of concern.

Chair Waddling asked how much a low-income resident would be impacted by a sales tax as compared to someone at middle- or high-income levels. Ms. Lombardo replied that one can find several websites that make these calculations. She noted that many categories of basic necessities did not have sales tax paid on them, but that it was true that low-income residents paid a higher percentage of their income in sales taxes than do high-income residents, which made it a regressive tax.

Mr. Sachs said that different states had different tax systems were missing key legs of the financial stool and had to make up for different deficiencies, such as Washington's lack of income taxes. He stated that California's deficiency in government funding was in property taxes, due to Proposition 13. He said he believed that the system was grossly unfair, but that he did not see another way to bolster funding when property tax increases were going to be on a relatively small percentage of property owners. He added that it put constraint on how government could raise revenues. Mr. Sachs said that Muni received about \$200 million in fare revenues and that their operating budget was about \$600 million, so reducing fares would impact their budget significantly. He said that lowering fares would just negate the benefits of the sales tax, and that if the sales tax made up for the sales tax impacts on low-income residents, then it would be a good expenditure.

Mr. Larson asked that in the event the charter amendment passed and the sales tax did not, and if the charter amendment were then vetoed, would the measure be put on the next ballot. Ms. Lombardo replied that the plan would be to come back to the ballot if whichever measure was placed on the ballot should fail in the coming election. She said the sales tax could go back to the ballot in 2017 if there were an election (none is currently planned), and that either option could go back in 2018. She confirmed that the general sales tax only needed to receive a majority vote to pass.

Ms. Sachs asked when voters would have to consider reauthorizing Prop K. Ms. Lombardo responded that it would not need to go back to voters until 2033/34 when the measure was over. She said that some line items in Prop K would run out of funding by then because they had advanced funding, but that other categories, including many annual programs, would have funding every year until that point. She added that with Prop B, the Transportation Authority

chose to go to the ballot for reauthorization early because many things came to pass that had not been considered in 1989, and that the Transportation Authority could go to the ballot as early as 2023 to amend the plan, but that the decision had not been made yet.

Ms. Ablog stated that much of the public thought that “transportation” only referred to Muni, which should be considered in messaging. She also said that informed voters would say that the city needed more funding for transportation, particularly with such an extreme increase in new residents and visitors coming to the city in such a short period of time.

Chair Waddling cited Honolulu as a case study of where disinvestment in transportation had really harmed the city which is now facing the prospect of a partially completed train to nowhere. He said he believed that people who were accustomed to commuting by car were skeptical of these types of taxes, so messaging was important, as was trust in the people and agencies that implement the programs. Chair Waddling said that he believed that the SFMTA in particular would need to overcome that barrier.

Mr. Sachs stated that voters tend to respond well to specifics, particularly saying where sales taxes would be invested in. He said that citing specific projects would be helpful, such as the M-line improvements or the carpool lane to Santa Clara, which were tangible projects that the public could rally behind. He said he would like to see funds put into planning so that these projects could get built when federal funds become available, particular as the city undergoes major shifts in commuting patterns. Ms. Lombardo commented that one of the intents of this measure was to advance planning for projects to put the city in a good position for regional or state or federal funds when they became available.

Ms. Sachs stated that Geary LRT was a priority three project in Prop K, and that participants at the BRT workshops continued to ask for light rail, which they had wanted since 1989. She cited numerous documents published in the 1980s and 1990s referencing the light rail project. She added that the Public Utilities Commission had stated that the only way to alleviate the congestion on Geary Boulevard was a light-rail system, because the light-rail operated effectively there from 1912 to the 1950s. She added that in the 1970s, BART wanted to build light-rail under Geary Boulevard and over the Golden Gate Bridge, but that Marin County did not want that. She said Geary LRT was the only Prop B project grandfathered into Prop K that was not receiving funding.

Chair Waddling asked if there were comparisons between BRT and LRT regarding capacity. Ms. Lombardo said she would be happy to forward the data to the CAC. She said that Geary Corridor BRT capacity would be close to the capacity of surface LRT if it could receive red painted lanes, signal prioritization, and all the kinds of improvements needed to give the bus a dedicated right of way. She said this project was chosen because it was a cheaper option that would enable significant improvements on Geary since the city chose to go with the Third Street corridor as the next LRT investment. She noted that at current revenue levels, there was typically only one major transit expansion project at a time. She added that there was currently long-term planning for high-capacity transit through the Subway Vision, and that the Geary Corridor had been identified as a prime candidate for high capacity transit. She noted that a subway was really what would make a significant difference in capacity because then it did not have to operate in traffic.

Chair Waddling asked for clarification on the CAC’s action tonight. Ms. Lombardo stated that the transportation sales tax expenditure plan could still be amended, and that endorsement from the CAC could help move the process forward but was not required. She added that the charter amendment could not accept any additional amendments.

Mr. Larson noted that the funding for BART cars no longer included a contingency clause that



the funding would only be expended should the other counties contribute an equal amount to the BART cars procurement. Ms. Lombardo affirmed this, and stated that Transportation Authority Board Chair Weiner felt that this was too important to make contingent on other counties' actions, and noted that under the public utilities code, if the Transportation Authority provided BART funding, BART would have to contribute at least as much as it receives in sales tax funds, which essentially covers the contingency language from the prior version. Ms. Lombardo added that given the tight BOS schedule, she understood that the last time to make amendments would likely be at the BOS Budget and Finance committee the following Wednesday and that those changes indicated in Attachment 3 in the packet were meant to bring the transportation sales tax expenditure plan in line with the charter amendment.

Mr. Sachs moved to amend the Expenditure Plan, Attachment 3, Section 3. A. 2., page 10, lines 21-25, to "...the SFMTA may transfer up to 50% of the annual percentage allocation of funds that would otherwise go to this program...", to cap the amount of funding that would be able to be transferred between categories, seconded by John Larson.

Chair Waddling asked how Mr. Sachs intended the change from "shall" to "may" to change the ordinance. Mr. Sachs stated that "shall" was a very strong word, and this would give latitude to the Transportation Authority in working with the SFMTA to decide whether to shift funds. There was no public comment.

The motion was approved by the following vote:

Ayes: CAC Members Larson, J. Sachs, P. Sachs, Waddling and Wiedmaier

Abstentions: CAC Member Ablog

Absent: CAC Members Hogue and Tannen

John Larson moved to endorse the proposed San Francisco Transportation Expenditure Plan as amended, seconded by Chris Waddling.

The item did not pass by the following vote:

Ayes: CAC Members Larson, P. Sachs and Waddling

Abstentions: CAC Members Ablog, J. Sachs and Wiedmaier

Absent: CAC Members Hogue and Tannen

### **3. Public Comment**

There was no public comment.

### **4. Adjournment**

Chair Waddling thanked the committee for their time on the item over several meetings. Ms. Lombardo also thanked the group for their valuable input. The meeting was adjourned at 7:35 p.m.



**This Page Intentionally Left Blank**



# DRAFT MINUTES

## PLANS AND PROGRAMS COMMITTEE

Tuesday, June 21, 2016

### 1. Roll Call

Vice Chair Farrell called the meeting to order at 10:36 a.m. The following members were:

**Present at Roll Call:** Commissioners Avalos, Breed, Farrell and Peskin (4)

**Absent at Roll Call:** Commissioner Tang (entered during Item 9) (1)

### 2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee (CAC), reported that at the May 25 meeting, the CAC considered and unanimously passed Item 6 from the agenda. He said that regarding Item 6, the Prop K grouped allocation, several questions on the Great Highway Reroute project were deferred to the June CAC meeting. Mr. Waddling said that CAC member Wiedmaier voiced concerns about the impact of the Transbay Transit Center's cut-and-cover work on the Second Street Improvement project, and that Mike Rieger, Project Manager at San Francisco Public Works, assured him that the Second Street improvements would be replaced in kind after the cut-and-cover work.

Regarding Item 7, the Transportation Fund for Clean Air program of projects, Mr. Waddling said staff noted that certain projects with a lower cost effectiveness ratio would still be eligible for funding if they were located in neighborhoods that were most vulnerable to air pollution. Regarding Item 8, the Peninsula Corridor Electrification Project, Mr. Waddling said the CAC was informed that there would be a mix of vehicle types on the system after electrification, which meant that passengers would not necessarily need to transfer at Diridon Caltrain station if they were headed further south, which CAC member Tannen had voiced concerns about. Mr. Waddling said CAC member Jacqueline Sachs raised concerns about whether the vehicles' upper doors would be American with Disabilities Act compliant given the multiple levels of the train door heights. Regarding Item 9, the Potential Local Transportation Revenue Measure and Expenditure Plan, Mr. Waddling said the short timeline was concerning, as well as the additional taxation on top of the past and existing ones such as Prop K, as emphasized by Ms. Sachs. Mr. Waddling requested that the sections within the Charter Amendment proposal show as much detail as the Transportation Sales Tax Ordinance.

Commissioner Peskin asked about next steps regarding the CAC member who was automatically suspended due to too many missed meetings. Anna LaForte, Deputy Director for Policy and Programming, replied that Brian Larkin was seeking reappointment but unable to attend the Committee meeting, and therefore his appointment would be considered the following month. Commissioner Peskin asked if suspension required reappointment, to which Ms. LaForte replied in the affirmative.

There was no public comment.

### Consent Calendar

3. **Approve the Minutes of the May 17, 2016 Meeting – ACTION**
4. **Recommend Programming \$360,000 in Supplemental Regional Safe Routes to School (SR2S) Funds to San Francisco Department of Public Health's SR2S Program, and Reprogramming \$52,251 in One Bay Area Grant Funds and \$548,388 in Congestion Management Agency Block Grant Funds to San Francisco Public Works' Second Street Improvement Project – ACTION**
5. **San Francisco Revised Project List and Preferred Scenario Advocacy Strategy for Plan Bay Area 2040 – INFORMATION**

There was no public comment.

The Consent Calendar was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Farrell and Peskin (4)

Absent: Commissioner Tang (1)

### End Consent Calendar

6. **Recommend Allocation of \$6,004,645 in Prop K Funds, with Conditions, and Appropriation of \$75,000 in Prop K Funds, for Eight Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

Commissioner Avalos asked about the extent of San Francisco Public Works' (SFPW's) need to replace the street sweeper fleet in total compared to the street sweepers to be funded with the Prop K request. Rachel Alonso, Transportation Finance Analyst at SFPW, responded that SFPW would replace five street sweepers with Prop K funds and twenty additional sweepers with other funds in efforts to meet the Bay Area Air Quality Management District's deadline and minimize a disruption in SFPW's operation.

Commissioner Avalos asked if the Prop K amount for tree planting and maintenance, as well as public sidewalk repair, was set for SFPW on an annual basis. Ms. LaForte responded that for those two categories, SFPW received an annual allocation for 1/30<sup>th</sup> of its share of the total 30-year life of the Prop K Expenditure Plan, which translated to approximately \$1 million for trees and between \$500,000 and \$600,000 for sidewalk repair annually. She confirmed that SFPW had requested the full amount for allocation.

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Farrell and Peskin (4)

Absent: Commissioner Tang (1)

7. **Recommend Approval of the Fiscal Year 2016/17 Transportation Fund for Clean Air Program of Projects – ACTION**

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

Commissioner Avalos asked about the locations of bike racks. Mr. Pickford responded that they were located citywide and often requested by small business owners to be placed in front of their businesses.

During public comment, Nick Josefowitz, BART Board Director, expressed his support for the Gator Pass Implementation project. Mr. Josefowitz stated that 73% of San Francisco State University (SFSU) students had voted in favor of the Gator Pass that would incentivize more sustainable transportation options, and that the pass would serve as a model for other schools. Mr. Josefowitz added that the Gator Pass would help catalyze support for Assembly Bill 2222, which would subsidize student transit passes using funds from the Greenhouse Gas Reduction Fund (cap-and-trade revenues).

Commissioner Avalos asked how the 25% discount level was determined. Mr. Josefowitz explained that both the San Francisco Municipal Transportation Agency and BART tried to maximize the discount with available funds and reached the same discount level. Mr. Josefowitz expressed his wish for the discount level to increase in the future and for BART to consider restructuring its entire pass system on the basis of need. Commissioner Avalos asked if other schools were considering a similar project. Mr. Josefowitz responded that BART had received inquiries from many interested schools, including the University of California at Berkeley, which had a transit discount but not with BART; San Jose State University, which was anticipating the BART extension; and community colleges in Fremont. He added that BART was focusing on launching this first project successfully before expanding it to others. Commissioner Avalos asked if reduction in vehicle miles traveled (VMT) would be measured. Mr. Josefowitz responded that transit subsidy was one of the recommendations to reduce VMT from SFSU's most recent study that measured VMT and other travel activities. He added that this project was spurred not only by the study's recommendation but also by students' active participation. He stated that SFSU would conduct a follow up study to measure VMT changes and that BART would track usage of the pass.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Farrell and Peskin (4)

Absent: Commissioner Tang (1)

**8. Recommend Authorizing the Executive Director to Execute, with Conditions, a Seven Party Supplement to the 2012 Memorandum of Understanding that Adopted an Early Investment Strategy Pertaining to the Peninsula Corridor Electrification Project – ACTION**

Luis Zurinaga, Project Management Oversight Consultant, presented the item with Casey Fromson, Government Affairs Officer at Caltrain.

Commissioner Avalos asked how much funding would come from cap-and-trade programs. Mr. Zurinaga replied that the amount was \$113 million. Commissioner Avalos asked how much would come from the California High-Speed Rail Authority (CHSRA). Mr. Zurinaga replied that the \$113 million was CHSRA funding that originated through the cap-and-trade program. Commissioner Avalos asked whether San Francisco would be expected to pay more if that funding did not come through. Mr. Zurinaga said there would be discussions to figure out how to make up for any funding that did not come through, but that there could be a request for San Francisco to contribute more. Anna LaForte, Deputy Director for Policy and Programming, added that the funding agreement also includes about \$706 million in Prop 1A high-speed rail funds.

Commissioner Avalos asked why the new trains would have two sets of doors. Ms. Fromson replied that initially only the lower doors would be used and the trains would function similarly to current Caltrain trains, but that the second set of higher doors would allow compatibility with potential future high-speed rail platforms. Commissioner Avalos asked if there was a push to have uniform stations. Ms. Fromson said that Caltrain had 27 stations, so they were not ready to commit to modifying all of them when only a few would be used by high-speed rail. Commissioner Avalos said if the stations had to be modified to make them uniform in years to come, the city should consider modifying them now. Mr. Zurinaga clarified that only the Diridon, Millbrae and Transbay Transit Center stations would be used by high-speed rail, but that the proposed multi-height door trains would allow Caltrain to operate at all stations without additional modification to the platforms.

During public comment, Adina Levin with Friends of Caltrain said her organization supported stable funding for Caltrain and was excited to see the modernization of Caltrain that would result in added capacity and environmental benefits, and that she urged approval of the item.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Farrell and Peskin (4)

Absent: Commissioner Tang (1)

**9. Development of a Potential Local Transportation Revenue Measure and Expenditure Plan – INFORMATION**

Maria Lombardo, Chief Deputy Director, presented the item per the staff memorandum.

Commissioner Avalos said he had been working with a group of transportation justice advocates from community organizations and that he thought they were not currently content with the way the six ‘buckets’ were defined or with the allocation of funds to each investment category. He said that he understood there may be some additional revenues available from a revised revenue projection which might be something that could be used to help address the advocates concerns. He continued by observing that if the community groups were opposed, it could impact the success of the revenue measure, so it was important to consider how their interests could be accommodated. Ms. Lombardo acknowledged that for any revenue measure to be successful, there could not be significant opposition.

Commissioner Avalos said that there was potential to alter the categories and that there was still a gap to be closed before some transit justice advocates would likely be willing to support the proposal. He said that the regional transportation category should be looked at to make sure that other counties were contributing equally and, if not, to potentially reduce that category. He said that he thought the Transit Service and Affordability and the Complete Streets categories were potentially underfunded. Ms. Lombardo said that there was language included that if other counties did not contribute equally to the BART vehicles, funds could be redirected within that category, but the language could be changed to allow for redirection to other categories.

During public comment, Jacqueline Sachs said that the CAC had held a special meeting to discuss the revenue measure proposals. She said that she had worked on transportation funding issues since the development of Prop B in 1989 and wanted to have Muni transit service returned to 2009 levels. She said that the SFMTA should stop spending money on green and red paint for roadways but instead restore bus service, and that Fisherman’s Wharf did not have appropriate service for people working at night.

Eileen Boken questioned the 25-year time frame and said a shorter period should be considered. She said that set asides could negatively impact the city's budget and that sales taxes were regressive, in that they affected lower income people the most. She said that an additional half-cent sales tax seemed aggressive, given the existing Prop K sales tax.

Adina Levin with Friends of Caltrain, said that she wanted to call attention to the next phase of Caltrain electrification. She said that lengthening platforms to allow eight car trains would increase capacity and that raising platform heights would allow level boarding which would speed up the boarding process. She added that Santa Clara County had included this project in their sales tax measure.

Chris Parkes said that he thought this expenditure plan was being rushed and that it needed careful consideration. He said that as an example of project cost increase, the Van Ness Avenue Bus Rapid Transit project increased in cost from \$65 million to over \$300 million. He showed a photo of trees that he said would be lost when the project was constructed.

#### **10. Transportation Demand Management Ordinance – INFORMATION**

Michael Schwartz, Principal Transportation Planner, presented the item with Carli Paine, Land Use Development and Transportation Integration Manager at the San Francisco Municipal Transportation Agency, and Corey Teague, Assistant Zoning Administrator at the Planning Department.

Commissioner Avalos asked who would be responsible for the enforcement of the ordinance. Ms. Paine replied that the Planning Department would be responsible.

Chair Tang thanked staff for their extensive work on the project and for keeping her informed on its progress.

There was no public comment.

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

There was no public comment.

#### **12. Public Comment**

During public comment, Andrew Yip spoke regarding self-actualization.

#### **13. Adjournment**

The meeting was adjourned at 12:00 p.m.



**This Page Intentionally Left Blank**





# Memorandum

**Date:** 07.13.16 **RE:** Plans and Programs Committee  
July 19, 2016

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

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

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

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

## Summary

The Transportation Authority has an eleven-member Citizens Advisory Committee (CAC). CAC members serve two-year terms. Per the Transportation Authority's Administrative Code, the Plans and Programs Committee recommends and the Transportation Authority Board appoints individuals to fill any CAC vacancies. Neither Transportation Authority staff nor the CAC make any recommendations on CAC appointments, but we maintain an up-to-date database of applications for CAC membership. A chart with information about current CAC members is attached, showing ethnicity, gender, neighborhood of residence, and affiliation. There are two vacancies on the CAC requiring committee action. The vacancies are the result of the 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.

## BACKGROUND

There are two vacancies on the Citizens Advisory Committee (CAC) requiring Plans and Programs Committee action. The vacancies are the result of the automatic membership termination of Brian Larkin, who resides in District 1, and Santiago Lerma, who resides in 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. Per the CAC's By-Laws, candidates seeking reinstatement after automatic membership termination are required to reappear before the Plans and Programs Committee in order to be eligible for appointment. There are currently 26 applicants to consider for the existing vacancies.

## DISCUSSION

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

“...shall include representatives from various segments of the community, including public policy organizations, labor, business, senior citizens, the disabled,

environmentalists, and the neighborhoods; and reflect broad transportation interests.”

An applicant must be a San Francisco resident to be considered eligible for appointment. Attachment 1 is a tabular summary of the current CAC composition. Attachment 2 provides similar information on current applicants for CAC appointment. Applicants are asked to provide residential location and areas of interest. Applicants provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority’s website, Commissioners’ offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority.

All applicants have been advised that they need to appear in person before the Committee in order to be appointed, unless they have previously appeared before the Committee. If a candidate is unable to appear before the Committee, they may appear at the following Board meeting in order to be eligible for appointment. An asterisk following the candidate’s name in Attachment 2 indicates that the applicant has not previously appeared before the Committee.

#### **ALTERNATIVES**

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

#### **CAC POSITION**

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

#### **FINANCIAL IMPACTS**

None.

#### **RECOMMENDATION**

None. Staff does not make recommendations on the appointment of CAC members.

Attachments (2):

1. Matrix of CAC Members
2. Matrix of CAC Applicants

Enclosure:

1. CAC Applications

**Attachment 1**

**CITIZENS ADVISORY COMMITTEE <sup>1</sup>**

<b>Name</b>	<b>Gender</b>	<b>Ethnicity</b>	<b>District</b>	<b>Neighborhood</b>	<b>Affiliation</b>	<b>First Appointed</b>	<b>Term Expiration</b>
Brian Larkin	M	NP	1	Richmond	Neighborhood	May 04	Sep 16
Chris Waddling, Chair	M	NP	10	Silver Terrace	Neighborhood	Dec 12	Dec 16
Santiago Lerma	M	H	9	Mission	Business, Environmental, Labor, Neighborhood, Public Policy	Dec 14	Dec 16
Myla Ablong	F	Filipina	5	Japantown/Western Addition	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	Sep 13	Mar 17
John Morrison	M	NP	11	Crocker-Amazon	Business, Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen	May 15	May 17
Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood	Jun 97	Jul 17
Peter Sachs, Vice Chair	M	NP	4	Outer Sunset	Environmental, Labor, Public Policy	Jul 15	Jul 17
Becky Hogue	F	C	6	Treasure Island	Disabled, Neighborhood	Dec 15	Dec 17
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 18
John Larson	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 14	Mar 18
Bradley Wiedmaier	M	C	3	Lower Nob Hill	Disabled, Labor, Senior Citizen	Apr 16	Apr 18

A – Asian      AA – African American      AI – American Indian or Alaska Native      C – Caucasian      H/L – Hispanic or Latino  
 NH – Native Hawaiian or Other Pacific Islander      NP – Not Provided (Voluntary Information)

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

## Attachment 2 (Updated 07.15.16)

## APPLICANTS

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
1 Charles Baird*	M	NP	6	South of Market	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
2 Margaret Bonner*	F	C	5	West NOPA	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
3 Michael Buzinover*	M	C	6	Alamo Square	Business, Environment, Labor, Public Policy
4 Virginia Calkins*	F	C	6	South of Market	Business, Environment, Neighborhood, Public Policy
5 Karwana Dyson*	F	AA	10	Bayview Hunters Point	Business, Neighborhood
6 Peter Fortune	M	NP	2	Marina	Business, Neighborhood, Public Policy, Senior Citizen
7 Fabian Gallardo*	M	H/L	7	Lakeside	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
8 Doreen Horstin	F	NP	6	South of Market	Environment, Labor, Neighborhood, Public Policy
9 Johnny Jaramillo*	M	AI	2	Pacific Heights / Van Ness Corridor	Business, Environment, Labor, Neighborhood, Public Policy
10 Lee Jewell*	M	C	5	Hayes Valley	Disabled, Neighborhood, Senior Citizen
11 Jack Kleytman*	M	C	4	Outer Sunset	Business, Neighborhood
12 Roger Kuo	M	A	3	Financial District	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
13 Joseph Lake	M	C	6	South of Market	Environment, Labor, Neighborhood, Public Policy
14 Brian Larkin**	M	NP	1	Outer Richmond	Environment, Labor, Neighborhood, Senior Citizen
15 Santiago Lerma**	M	H/L	9	Mission	Business, Environment, Labor, Neighborhood, Public Policy
16 Marlo McGriff	M	AA	8	Mission-Dolores	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen

<b>Name</b>	<b>Gender</b>	<b>Ethnicity</b>	<b>District</b>	<b>Neighborhood</b>	<b>Affiliation/Interest</b>
17 Rachel Morgan*	F	NP	3	South of Market	Business, Disabled, Neighborhood, Public Policy
18 James Pierre Louis*	M	AA	3	Financial District / Embarcadero	Environment, Neighborhood
19 Steven Riess*	M	C	6	South Beach	Business, Disabled, Environment, Neighborhood, Senior Citizen
20 Glenn Savage*	M	NP	2	Pacific Heights	Business, Neighborhood, Public Policy
21 Deborah Schrimmer	F	C	5	Cole Valley	Neighborhood, Public Policy
22 Daniel Sisson	M	C/H	1	Inner Richmond	Business, Neighborhood, Public Policy
23 Elliott Talbot*	NP	NP	2	Marina	Neighborhood, Public Policy
24 Rudyard Vance*	M	AA	7	Ingleside Terrace	Business, Environment, Neighborhood, Senior Citizen
25 Jeffrey Wood	M	NP	8	Noe Valley	Environment, Labor, Neighborhood, Public Policy
26 David Zebker*	NP	NP	6	Tenderloin	Environment

A – Asian      AA – African American      AI – American Indian or Alaska Native      C – Caucasian      H/L – Hispanic or Latino  
 NH – Native Hawaiian or Other Pacific Islander      NP – Not Provided (Voluntary Information)

\* Applicant has not appeared before the Plans and Programs Committee.  
 \*\* Applicant must reappear before the Plans and Programs Committee in order to be reappointed.



**This Page Intentionally Left Blank**



# Memorandum

**Date:** 07.11.16 **RE:** Plans and Programs Committee  
July 19, 2016

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

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

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

**Subject:** **ACTION** – 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

## Summary

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.

## BACKGROUND

We have received eleven requests for a total of \$45,558,856 in Prop K and Prop AA funds to present to the Plans and Programs Committee at its July 19, 2016 meeting, for potential Board approval on July 26, 2016. As shown in Attachment 1, the requests come from the following Prop K and Prop AA categories:

- Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network

- Guideways – SFMTA
- Paratransit
- Great Highway Erosion Repair
- New Signals & Signs
- Signals & Signs
- Pedestrian and Bicycle Facility Maintenance
- Traffic Calming
- Transportation/Land Use Coordination
- Prop AA Pedestrian Safety

Transportation Authority Board adoption of a Prop K or Prop AA 5-Year Prioritization Program (5YPP) is a prerequisite for allocation of funds from programmatic categories.

## DISCUSSION

The purpose of this memorandum is to present eleven Prop K requests totaling \$45,417,062 and one Prop AA request for \$141,794 to the Plans and Programs Committee and to seek a recommendation to allocate the funds as requested. Attachment 1 summarizes the requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the enclosed Allocation Request Forms.

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

Transportation Authority staff and project sponsors will attend the Plans and Programs Committee meeting to provide brief presentations on some of the specific requests and to respond to any questions that the members may have.

## ALTERNATIVES

1. 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, as requested.
2. 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, with modifications.
3. Defer action, pending additional information or further staff analysis.

## CAC POSITION

The CAC was briefed on this item at its June 22, 2016 meeting and unanimously adopted a motion of support for the staff recommendation.

## FINANCIAL IMPACTS

This action would allocate \$45,417,062 in Fiscal Year (FY) 2016/17 Prop K sales tax funds and \$141,794 in FY 2016/17 Prop AA vehicle registration funds, with conditions, for eleven requests. The



allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4, Prop K/Prop AA Allocation Summaries – FY 2016/17, shows the total approved FY 2016/17 allocations and appropriations to date for both programs, with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum. The impact of the proposed Prop K Strategic Plan amendment to advance funds for Paratransit from FY 2025/26 to FYs 2016/17 through 2018/19 would be an estimated \$488,452 in additional financing costs, less than 0.02% in available funds spent on financing costs over the 30-year life of the Expenditure Plan.

Sufficient funds are included in the adopted FY 2016/17 budget to accommodate the recommendation actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

### **RECOMMENDATION**

Recommend allocation of \$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 \$3,550,887 in Prop K funds.

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K/AA Allocation Summaries – FY 2016/17

Enclosure:

Prop K/Prop AA Allocation Request Forms (11)

Source	EP Line No./Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District	
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>			
Prop K	1, 22M	SFMTA	Van Ness Improvements Including Bus Rapid Transit	\$ 27,257,930		\$ 285,459,151	79%	90%	Construction	2, 3, 5, 6	
Prop K	22M	SFMTA	Twin Peaks Tunnel Trackway Improvements	\$ 4,149,113		\$ 48,576,567	78%	91%	Construction	8	
Prop K	23	SFMTA	Paratransit	\$ 10,193,010		\$ 25,887,191	27%	61%	Operations	Citywide	
Prop K	26	SFPW	South Ocean Beach Multi-Use Trail	\$ 5,278		\$ 326,810	86%	98%	Design	7	
Prop K	31	SFMTA	New Signals Contract 63	\$ 1,700,000		\$ 2,056,000	26%	17%	Construction	1, 3, 6, 7, 8	
Prop K, Prop AA	33, Ped	SFMTA	Webster Street Pedestrian Signals	\$ 1,358,206	\$ 141,794	\$ 1,500,000	41%	0%	Construction	2,5	
Prop K	37	SFMTA	Bicycle Facility Maintenance	\$ 150,000		\$ 150,000	48%	0%	Construction	Citywide	
Prop K	38	SFMTA	Local-Track Application-Based Traffic Calming Program	\$ 213,525		\$ 213,525	51%	0%	Planning	Citywide	
Prop K	38	SFMTA	Glen Park Phase 2	\$ 260,000		\$ 260,000	51%	0%	Planning	8	
Prop K	38	SFPW	South Park Traffic Calming [N'TIP Capital]	\$ 30,000		\$ 2,950,000	51%	99%	Construction	6	
Prop K	44	SFMTA	66-Quintara Reconfiguration Study [N'TIP Planning]	\$ 100,000		\$ 100,000	40%	0%	Planning	4	
<b>TOTAL</b>						<b>\$ 45,417,062</b>	<b>\$ 141,794</b>	<b>\$ 367,479,244</b>	<b>74%</b>	<b>88%</b>	

Footnotes

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

<sup>2</sup> Acronyms: SFMTA (San Francisco Municipal Transportation Agency), SFPW (San Francisco Public Works)

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

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
1, 22M	SFMTA	Van Ness Improvements Including Bus Rapid Transit	\$ 27,257,930	\$ -	<p>Prop K funds will leverage over \$258 million in federal, state and local funds to fully fund the construction phase of Van Ness Improvements. The project consists of several elements, including: Bus Rapid Transit (BRT) dedicated bus lanes, low floor boarding, consolidated transit stops, high-quality stations, fewer left-turn pockets, pedestrian safety enhancements, on platform fare payment, and improved streetscape and lighting (funded through this request); Overhead Contact System upgrade for trolley buses (funded through this request); SFgo traffic signal optimization and transit signal priority (funded through a prior Prop K request); Public Utilities Commission (PUC) sewer, water, lighting and green infrastructure; Auxiliary Water Supply System, street resurfacing, and Muni Forward-related pedestrian improvements. The project will be delivered using the Construction Manager/General Contractor (CMGC) delivery method. Van Ness BRT service is scheduled to open for use by March 2019.</p>
22M	SFMTA	Twin Peaks Tunnel Trackway Improvements	\$ 4,149,113	\$ -	<p>Requested funds will leverage over \$40 million in federal and other local funds for the construction phase to bring the light rail infrastructure in Muni's Twin Peaks Tunnel (Castro to West Portal Stations) into a state of good repair and improve on-time performance and reliability. The project will decrease travel time per passenger by 2.8 minutes for the 40,000 average daily passengers on the K, L, and M lines. Work will be performed over 21 weekends starting in Summer 2016. The tunnel will be closed on weekends when construction is scheduled, with SFMTA providing a bus bridge for affected stations. SFMTA anticipates the project will be complete by September 2017.</p>

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
23	SFMTA	Paratransit	\$ 10,193,010	\$ -	Funds will provide over 39% of the cost of the Paratransit broker contract in FY 2016/17. The contract includes procuring and managing subcontracts with paratransit service providers, monitoring service quality and client interface, administering client eligibility, managing the sale of fare instruments, and acting as the principal customer service representative on behalf of the SFMTA. The FY 2016/17 Paratransit program budget represents a 15% cost increase over the previous year based on the new 5-year broker contract that includes increased salaries and benefits for service provider personnel, with additional future year increases. The contract also continues the higher level of service for group van passengers initiated in FY 2015/16.
26	SFPW	South Ocean Beach Multi-Use Trail	\$ 5,278	\$ -	Funds will provide the local match to a Federal Land Access Program grant for the design phase of a multi-use trail between on the Great Highway between Sloat and Skyline. The project will remove asphalt from the existing southbound lanes, except for a 12-foot section to be used for a shared-use path. The project also includes a 6-foot wide crusher fines (gravel) path, a 50-space parking lot, and revegetating the area with native plants. The project is being coordinated with SFPW's Great Highway Restoration project. The multi-use trail is expected to be open for use by March 2019.
31	SFMTA	New Signals Contract 63	\$ 1,700,000	\$ -	Funds will be used for the construction phase of six new traffic signals and two new flashing beacons at eight unsignalized intersections. The project includes pedestrian countdown signals and accessible (audible) pedestrian signals, controllers, conduit, wiring, poles, and curb ramps. Locations are shown on page 2 of the enclosed allocation request form. The SFMTA anticipates that construction will be complete by September 2017.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
33, Ped	SFMTA	Webster Street Pedestrian Signals	\$ 1,358,206	\$ 141,794	This project would upgrade existing traffic signals at 7 locations on Webster Street, a WalkFirst High-Injury Corridor. Intersections include Webster at McAllister, Golden Gate, Turk, Eddy, Post, Sutter, and California. The scope includes new poles, mast arms and larger signal heads to improve visibility of the vehicle signals, pedestrian countdown signals and accessible (audible) pedestrian signals. Construction would begin in early 2017 and be complete in Fall 2017.
37	SFMTA	Bicycle Facility Maintenance	\$ 150,000	-	This project would maintain existing bicycle facilities, focusing on restriping, including green bike lanes and bike boxes, and replacing delineator posts. Potential locations include Market Street between 8th and 9th Streets, The Wiggle bike route, Monterey Boulevard, Cesar Chavez, and the 14th and Folsom Streets intersection. Construction would begin in Fall 2016 and be completed by early 2018.
38	SFMTA	Local-Track Application-Based Traffic Calming Program	\$ 213,525	\$ -	Funds will be used for the planning and conceptual engineering phase of the FY 2016/17 program, including community outreach, evaluation and prioritization of up to 100 applications; and conceptual design and project development for up to 50 locations including balloting, legislation, and public hearing to approve the devices. SFMTA anticipates evaluating applications following the August 1, 2016 deadline and notifying residents of the status by January 2017. Design of the recommended devices, most of which are anticipated to be speed humps, is expected to be completed by June 2017. The detail design of complex measures and construction phase would be funded through a future Prop K request and occur July-December 2017.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
38	SFMTA	Glen Park Phase 2	\$ 260,000	\$ -	<p>Funds will be used for the planning phase of pedestrian and traffic calming improvements near the Glen Park BART Station, as recommended in the Glen Park Community Plan (2009). In April 2016, SFMTA completed Phase 1 of the recommended improvements, including bulb-outs, signalized left-turn pockets, a transit shelter, street lighting and landscaping at Bosworth/Diamond. For Phase 2, SFMTA will consider crossing safety improvements at Bosworth/Arlington and Bosworth/Lyell. This planning phase will include community outreach, feasibility analysis, and preliminary engineering, as well as a design survey to inform feasibility of potential solutions, with a goal to have preferred designs by late 2018 that can then move on to final design and construction.</p>
38	SFPW	South Park Traffic Calming [NTIP Capital]	\$ 30,000	\$ -	<p>Neighborhood Transportation Improvement Program (NTIP) funds will be used for construction of traffic calming elements of the South Park Improvements project, a major renovation of the park. Traffic calming improvements will include sidewalk bulb-outs and stamped asphalt at the crosswalks into the park. These features will provide visual and textural cues signifying the presence of the park's crosswalks to drivers, many of whom turn into South Park as a short cut to the Bay Bridge. SFPW expects to complete construction by December 31, 2016.</p>

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
44	SFMTA	66-Quintara Reconfiguration Study [NTIP Planning]	\$ 100,000	\$ -	Requested fund will be used to evaluate viable reconfiguration options for the 66-Quintara, an underutilized Muni route on the West Side, and potentially other routes (23-Monterey, 48-Quintara, and the 57-Parkmerced) to improve route performance and strengthen the West Side's access to transit hubs. This study advances recommendations from the Transportation Authority's Westside Transit Access Study (2016). SFMTA will work closely with the district supervisor's offices and community stakeholders. The final report is expected to be complete by August 2017.
<b>TOTAL</b>			<b>\$ 45,417,062</b>	<b>\$ 141,794</b>	

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
1, 22M	SFMTA	Van Ness Improvements Including Bus Rapid Transit	\$ 27,257,930	-	The recommended allocation is contingent upon SFMTA providing certification of full funding for the project. As of 07.13.16, an estimated \$17 million in SFPUC funds are not yet committed to the project.
22M	SFMTA	Twin Peaks Tunnel Trackway Improvements	\$ 4,149,113	-	<b>Commitment to Allocate:</b> Recommendation includes a commitment to allocate \$3,550,887 in FY 2017/18 Prop K funds. <b>5YPP Amendment:</b> The recommended allocation is contingent upon a concurrent Muni Guideways 5YPP amendment to utilize placeholder funds for this project. See attached 5YPP amendment for details.
23	SFMTA	Paratransit	\$ 10,193,010	-	<b>Strategic Plan Amendment:</b> The recommended allocation is contingent upon a Prop K Strategic Plan amendment to advance \$523,010 per year for the next three years (FYs 2016/17-2018/19) from FY 2025/26 to meet the higher annual cost of the new paratransit broker contract that started July 1, 2016. This amendment would provide the Prop K funding for the contract through the 2018 Strategic Plan update. See attached Strategic Plan amendment for details.
26	SFPW	South Ocean Beach Multi-Use Trail	\$ 5,278	-	<b>5YPP Amendment:</b> The recommended allocation is contingent upon a 5YPP amendment to the Great Highway Erosion Repair category to reprogram \$264,397 from Great Highway Restoration to the subject project (\$5,278 for design and \$259,119 for construction). See attached 5YPP amendment for details. <b>Commitment to Allocate:</b> Recommendation includes a commitment to allocate \$259,119 in Prop K funds to provide the local match to the federal grant for the construction phase of the project.
31	SFMTA	New Signals Contract 63	\$ 1,700,000	-	<b>5YPP Amendment:</b> The recommended allocation is contingent upon a concurrent New Signals and Signs 5YPP amendment to reprogram \$200,000 from projects completed under budget. See attached 5YPP amendment for details.



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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
33, Ped	SFMTA	Webster Street Pedestrian Signals	\$ 1,358,206	\$ 141,794	<b>Prop K 5YPP and Prop AA Strategic Plan Amendments:</b> Recommendation is contingent upon concurrent amendments to the Prop K 5YPP Signals and Signs category and the Prop AA Strategic Plan to reprogram a total of \$1.4 million in funds from projects completed under budget or with other funding sources, to the subject project. See attached 5YPP and Strategic Plan amendments for details.
37	SFMTA	Bicycle Facility Maintenance	\$ 150,000	\$ -	
38	SFMTA	Local-Track Application-Based Traffic Calming Program	\$ 213,525	\$ -	
38	SFMTA	Glen Park Phase 2	\$ 260,000	\$ -	<b>5YPP Amendment:</b> The recommended allocation is contingent upon a concurrent 5YPP amendment to re-program \$260,000 in funds from Howard Streetscape Improvement to the subject project. Improvements on Howard Street will be funded with Eastern Neighborhoods Interagency Plan Implementation Committee (IPIC) funds. See attached 5YPP amendment for details.
38	SFPW	South Park Traffic Calming [NTIP Capital]	\$ 30,000	\$ -	
44	SFMTA	66-Quintara Reconfiguration Study [NTIP Planning]	\$ 100,000	\$ -	
<b>TOTAL</b>			<b>\$ 45,417,062</b>	<b>\$ 141,794</b>	

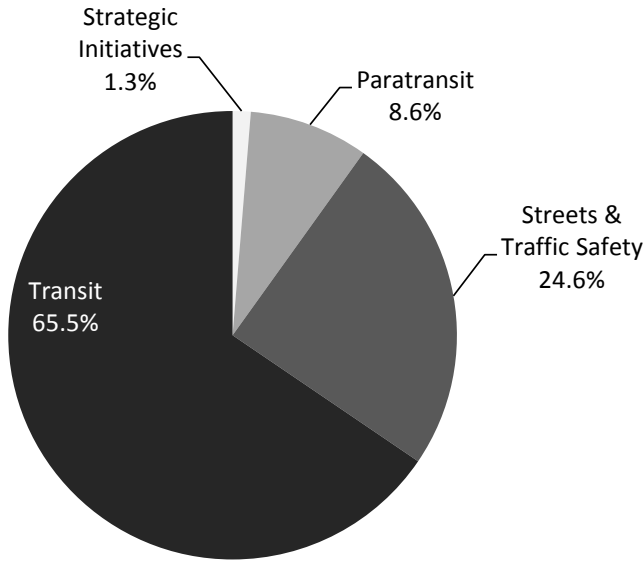
<sup>1</sup> See Attachment 1 for footnotes.

**Attachment 4.  
Prop K Allocation Summary - FY 2016/17**

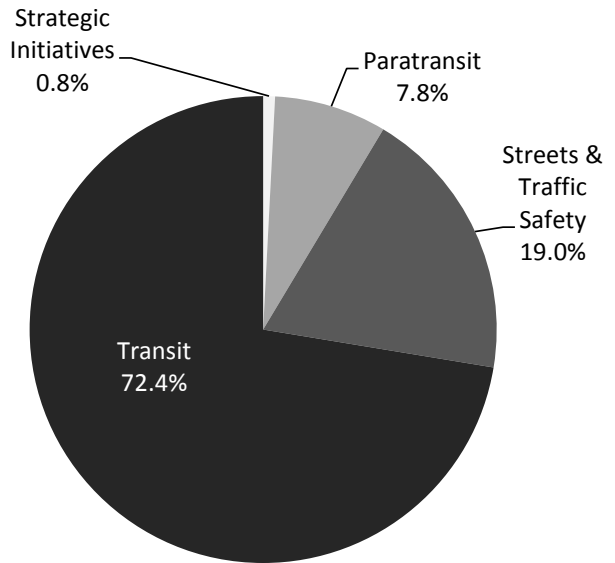
<b>PROP K SALES TAX</b>						
		<b>CASH FLOW</b>				
	<b>Total</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>
Prior Allocations	\$ 6,079,645	\$ 4,610,189	\$ 1,469,456	\$ -	\$ -	\$ -
Current Request(s)	\$ 45,417,062	\$ 25,587,609	\$ 10,683,477	\$ 9,145,976	\$ -	\$ -
New Total Allocations	\$ 51,496,707	\$ 30,197,798	\$ 12,152,933	\$ 9,145,976	\$ -	\$ -

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**



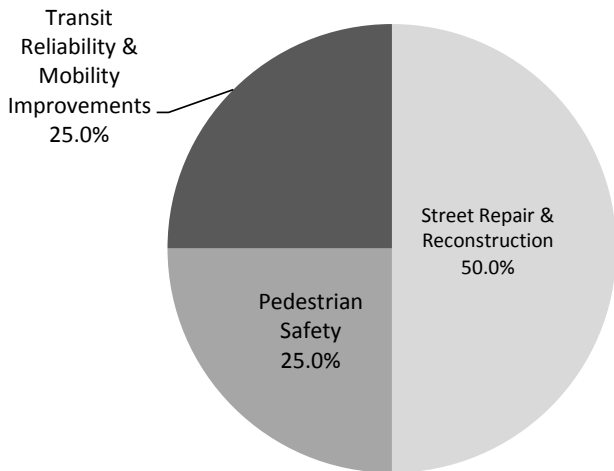
**Prop K Investments To Date**



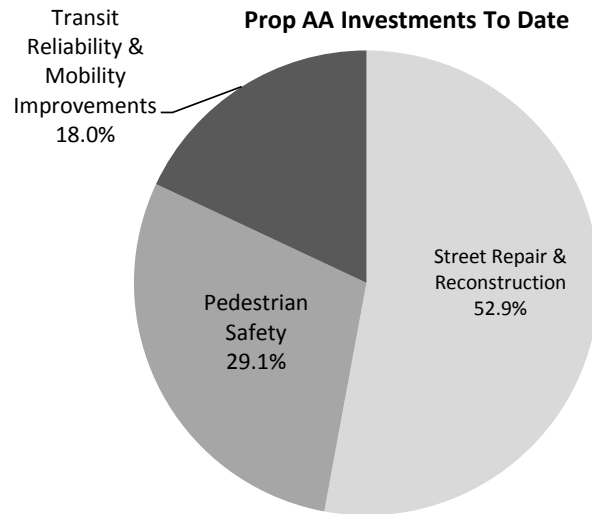
<b>PROP AA VEHICLE REGISTRATION FEE</b>						
	<b>Total</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 141,794	\$ 141,794	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 141,794	\$ 141,794	\$ -	\$ -	\$ -	\$ -

The above table shows total cash flow for all FY 2015/16 allocations approved to date, along with the current recommended allocation(s).

**Investment Commitments, per Prop AA Expenditure Plan**



**Prop AA Investments To Date**







# Memorandum

**Date:** 07.13.16 **RE:** Plans and Programs Committee  
July 19, 2016

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

**From:** Eric Cordoba – Deputy Director for Capital Projects 

**Through:** Tilly Chang – Executive Director 

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

## Summary

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.

## BACKGROUND

We are working in collaboration with the Treasure Island Development Authority (TIDA) in implementing transportation projects on Yerba Buena Island (YBI). As part of that effort, we are leading the delivery of the following two YBI improvement projects: 1) the I-80 YBI East Side Ramps project, which includes constructing new westbound on and off ramps (on the east side of YBI) connecting to the new Eastern Span of the San Francisco-Oakland Bay Bridge (SFOBB); and 2) seismic retrofit of the existing YBI West Side Bridges Retrofit project on the west side of the island on Treasure Island Road, a critical component of island traffic circulation leading to and from the SFOBB. We are also working in partnership with Caltrans, the Bay Area Toll Authority (BATA) and the U.S. Coast Guard on these projects.

## DISCUSSION

We completed the Plans, Specifications and Estimates and right of way certification efforts for the I-80 YBI East Side Ramps project in March 2013 and construction started in January 2014. Construction of the project is proceeding on schedule and within budget and is approximately 90% complete, with the Westbound Off and On-ramps expected to be opened to traffic in September 2016. Full construction including landscaping installation and other miscellaneous items of work is currently scheduled for completion in December 2016. Total construction capital project cost is within the original \$63.89 million construction capital phase budget allocation.

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, 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 type setting (on US 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 change order to the I-80 YBI East Side Ramps project) and funding 50% of construction. Vista Point construction work is scheduled for completion in fall 2016 and will be coordinated with the new Eastern Span bicycle pedestrian path extension to YBI. Total estimated construction cost for this work is \$2 million. BATA will provide \$1 million of Bridge Toll Funds for its share of the cost and the Transportation Authority's \$1 million share will be funded with Federal Highway Bridge Program and Prop 1B Seismic Retrofit funds from the capital construction phase contingency line item.

We are also working in partnership with Caltrans, BATA, TIDA and the U.S. Coast Guard to develop and implement traffic circulation changes in the vicinity of the I-80 eastbound (EB) on and off ramps and Hillcrest/Southgate Road intersection. Specifically, we have developed a Southgate Road realignment concept that accomplishes the following: 1) reduce the potential for queuing onto I-80 by eliminating the currently planned left turn from the I-80 EB off-ramp to Southgate Road; 2) significantly improve traffic circulation at the Southgate Road Hillcrest Road location; 3) improve roadway geometry to eliminate truck turning deficiencies; 4) separate I-80 EB and I-80 westbound traffic to reduce on-island queues; 5) reduce conflict between bicycles/pedestrian and the motoring public. We plan to bring more specifics on this item back to the Committee at a future meeting.

## 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. Presentation on Project Status of I-80/YBI East Side Ramps

# I-80/Yerba Buena Island East Side Ramps: Project Status

Plans and Programs Committee  
Agenda Item 7



**SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY**

**July 19, 2016**

# Yerba Buena Island



# YBI Ramps Project Current Status



Parsons Brinckerhoff  
San Francisco Bay Area Island Off-Ramp  
Construction, May 31, 2016, 15:30:00





# **YBI Ramps Construction Contract Update**



- **Awarded construction contract to Golden State Bridge, Inc. – Dec. 2013**
- **90% complete, on-time and under budget**
  - **\$63.89M construction capital phase**
  - **12.5% DBE Goal**
- **New Ramps Opening: September 2016**

# YBI Ramps Upcoming Milestones

- **Bridge Barriers – July 2016**
- **Northgate/Macalla Reconstruction – Aug. 2016**
- **Seismic Bridge Deck Joints – Aug. 2016**
- **Traffic Electrical, Signing, Striping – Sept. 2016**
- **Ramp Opening – Sept. 2016**
- **Landscaping mitigation – Dec. 2016**



# **YBI Ramps Facts/Figures of Note**

- **12,500 Cubic Yards of Structural Concrete**
  - **1,400 Truck Loads**
- **5+ Million Pounds of Reinforcing Steel**
- **37,000 Feet of Piling = 7 Miles**
- **185 Tons of Structural Steel**

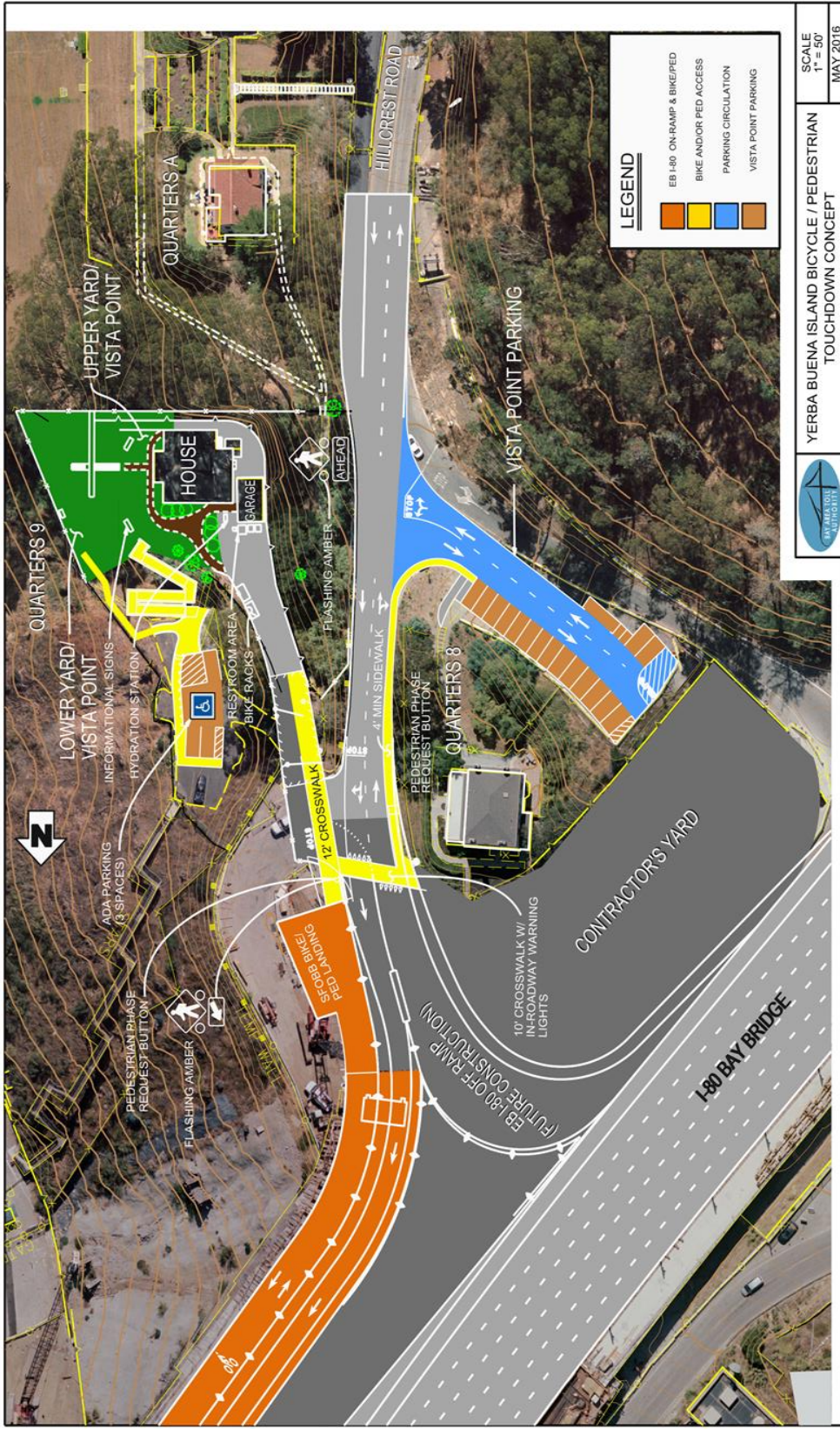


# YBI Ramps Project Current Status

52



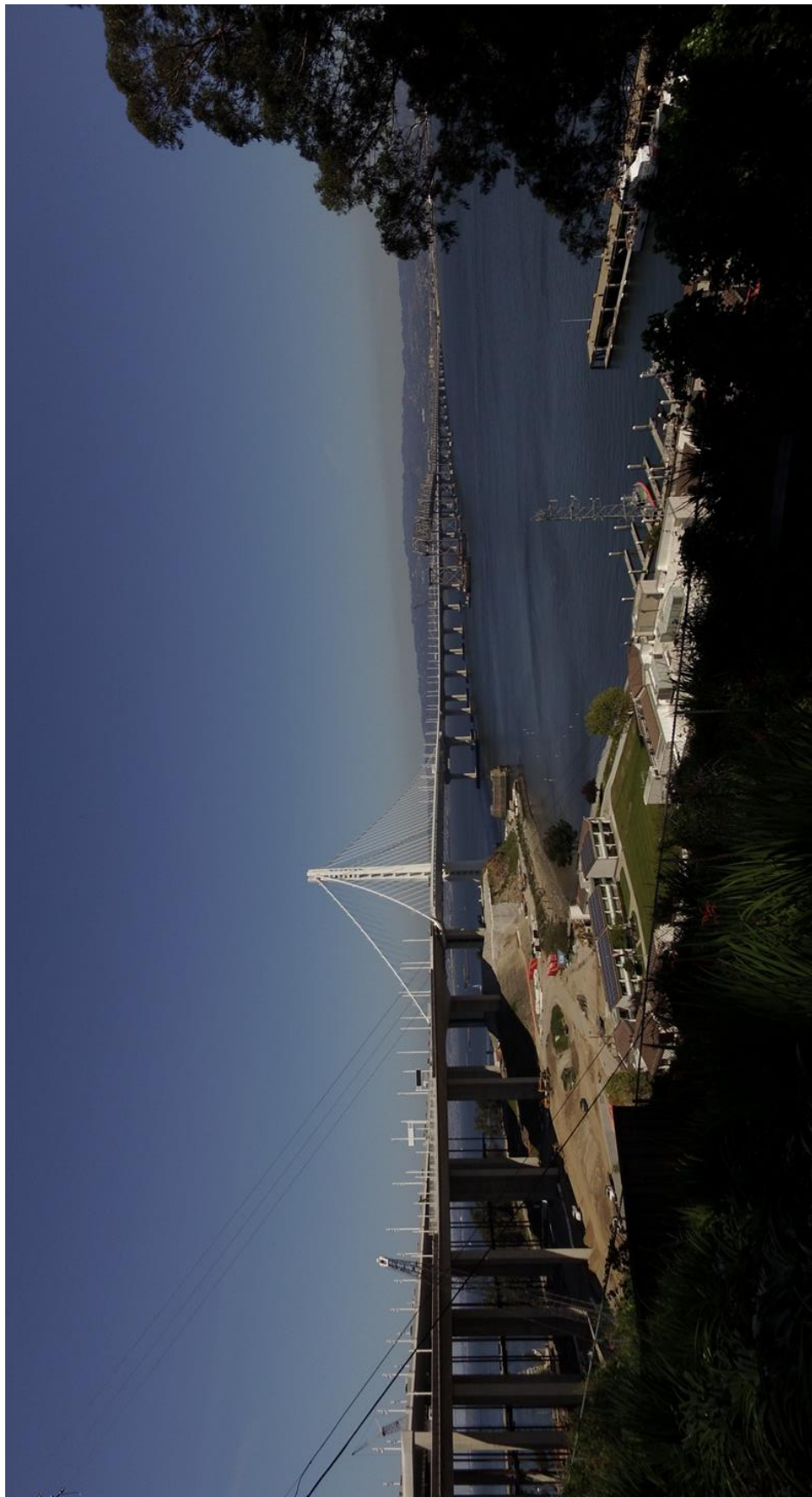
# YBI Bike/Ped Vista Point



# YBI Bike/Ped Vista Point

- **Vista Point Amenities:**
  - Hydration, restrooms, bike racks, benches
  - Parking area
- **TA to construct on USCG Qtrs. 9**
- **Funding: \$2M (BATA -TA)**
- **Vista Point Opening: Fall 2016**

# YBI Bike/Ped Vista Point



# Current Southgate Road Plan





# Current Plan Deficiencies

- **Queue spillback onto I-80 from EB off-ramp**
- **Bike/ped - vehicle conflict at SFOBB Landing**
- **No public parking @ SFOBB Bike/Ped Landing**
- **Southgate/Hillcrest – circulation deficiencies**
- **Truck turning deficiencies**



# Proposed Southgate Road Realignment



# Proposal Benefits

- **Reduces queuing onto I-80 from EB off-ramp**
- **Eliminates bike/ped - vehicle conflict**
- **Establishes parking area**
- **Significant traffic circulation improvement**
- **Accommodates truck turning movements**



# Implementation Plan

- **Caltrans to issue deductive SFOB contract change for removal of current Southgate Road reconstruction plan**
- **SFCTA working with BATA to finalize a funding solution to implement the Southgate Road Realignment project**



# Questions?



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY



**This Page Intentionally Left Blank**

# Late Night Transportation Update

## Transit Service Planning Demand Analysis Initial Findings

Plans and Programs Committee  
Agenda Item 8



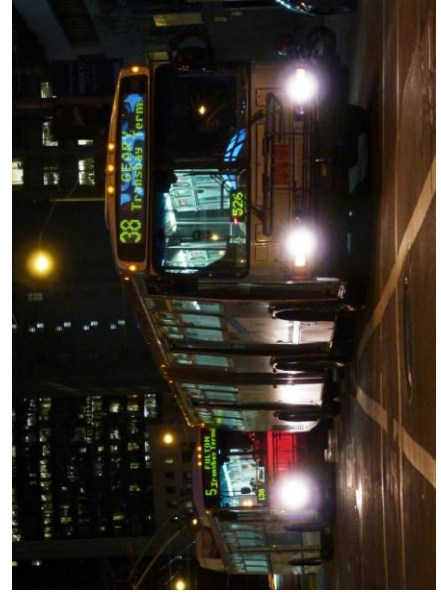
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

July 19, 2016

# Late Night Phase II Overview



- ▶ **Goal to improve late night and early morning transportation**
- ▶ **Led by Late Night Transportation Working Group**
  - ▶ Staffing from TA, OEWD, Entertainment Commission
- ▶ **Implementing next steps identified in Phase 1 study:**
  - ▶ **Begin a process to refresh all-night bus service network**
  - ▶ **Pilot program for location-specific improvements**
  - ▶ **Coordinated information campaign to better communicate existing services**
  - ▶ **All-night transportation monitoring practice**



Credit: 38-Gearry by Johnny Grimm (by-nc-nd)

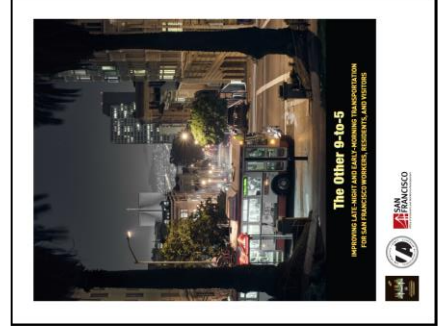


Photo Credit Flickr User: Patrick Boury



# Service Analysis Overview



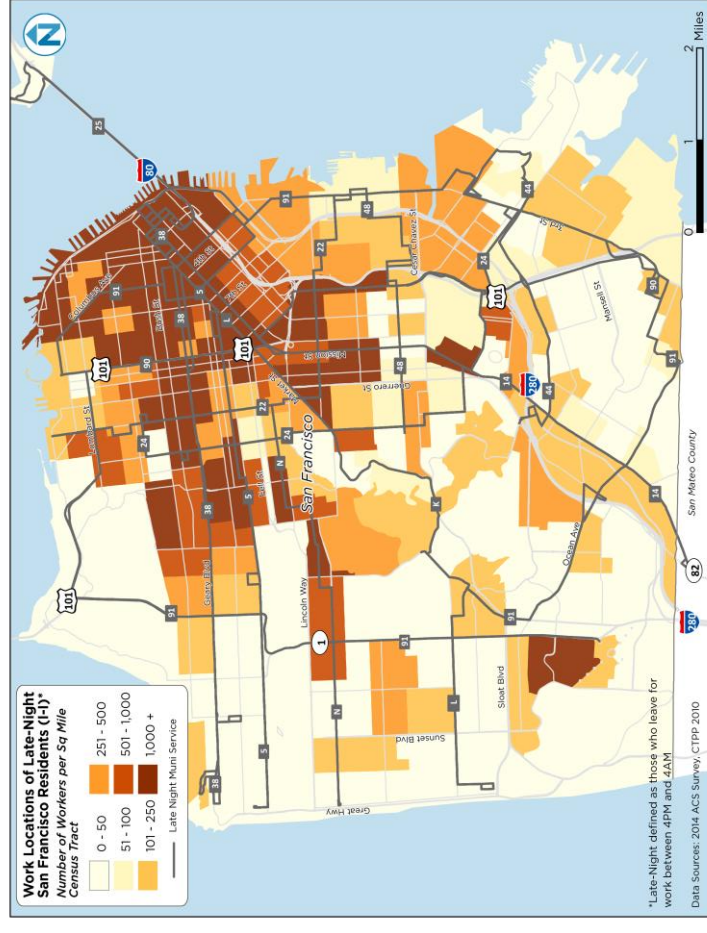
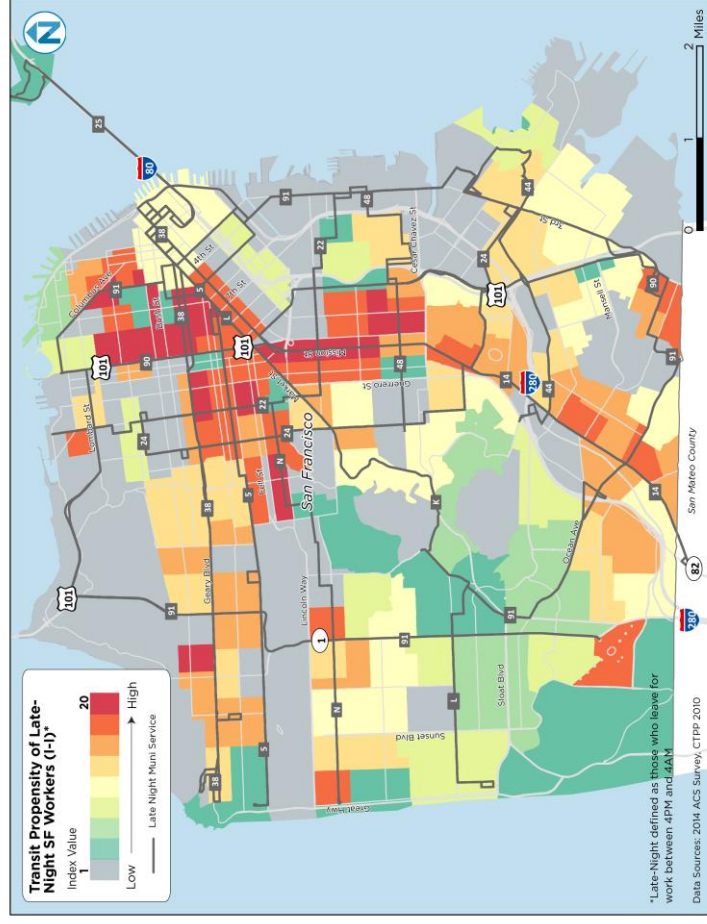
- First step: Identify demand for late-night work trips**
- ▶ **43,000 nightly work trips within, into, and out of SF**
  - ▶ **Locate home origins and work destinations**
  - ▶ **Also consider demographic factors for likely transit riders**
    - ▶ **Low-income, car-free households**

**Next steps:**

- ▶ **Analysis of existing service**
- ▶ **Identification of improvement concepts**

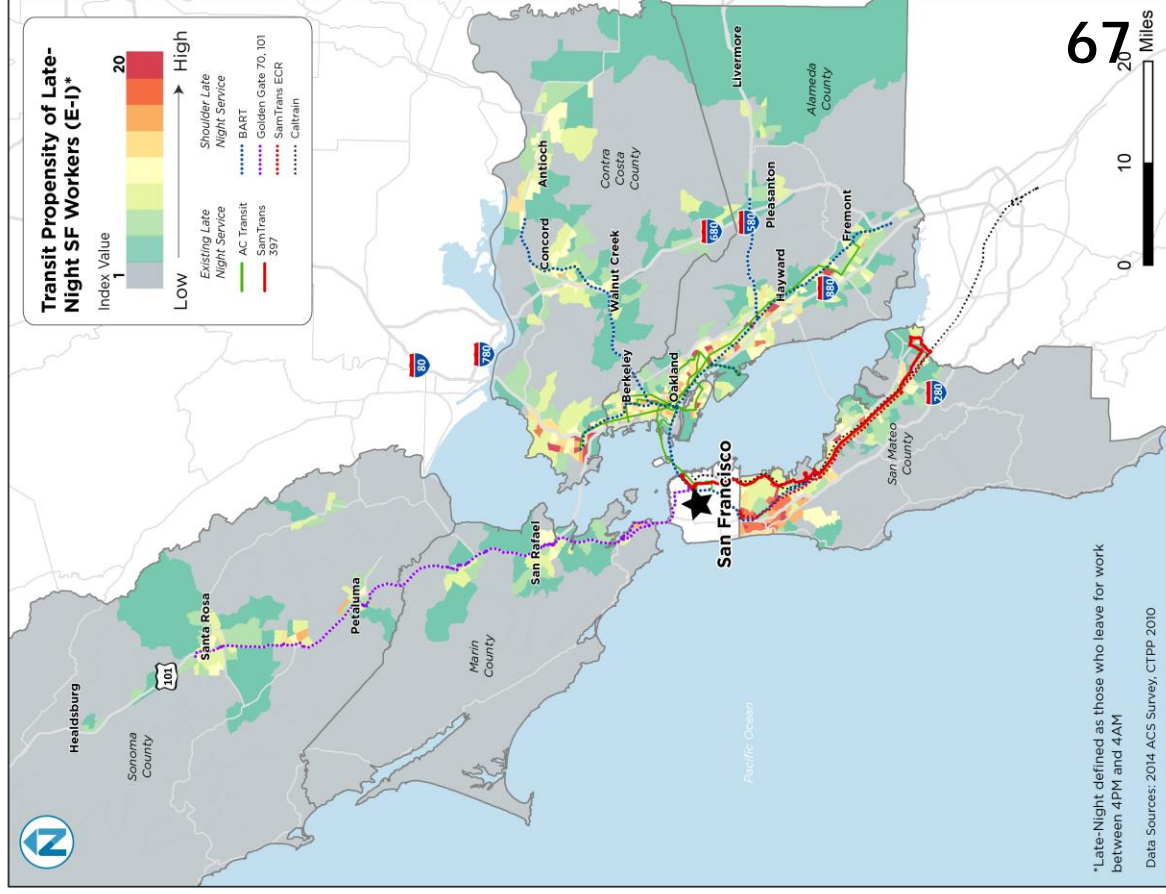
# Key Findings: Intra-SF Trips

- ▶ **Total trips: 21,000**
- ▶ **Most locations within ½ mile of service. Gaps include Embarcadero.**
- ▶ **Home origins in northeast SF, Mission and Geary corridors, scattered outer neighborhoods**
- ▶ **Work locations concentrated in northeast SF, hospitals, universities, industrial areas**

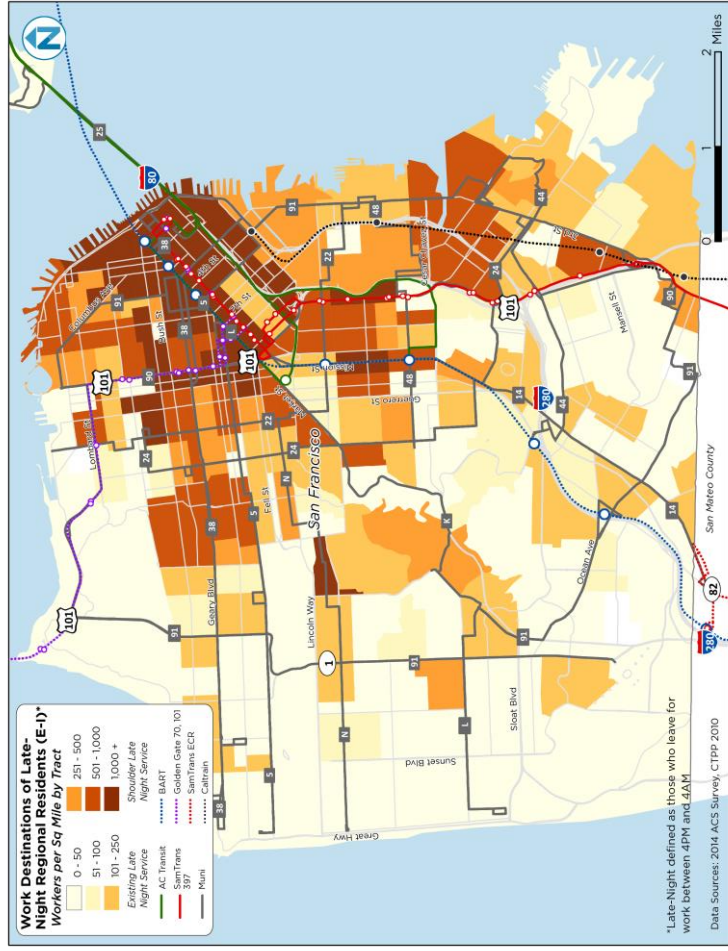


# Key Findings: Region to SF Work Trips

- ▶ **Total trips: 17,000**
- ▶ **38% from San Mateo, 25% from Alameda, & 25% from Contra Costa**
- ▶ **Home clusters in San Mateo along to El Camino, East Bay Richmond to Hayward**



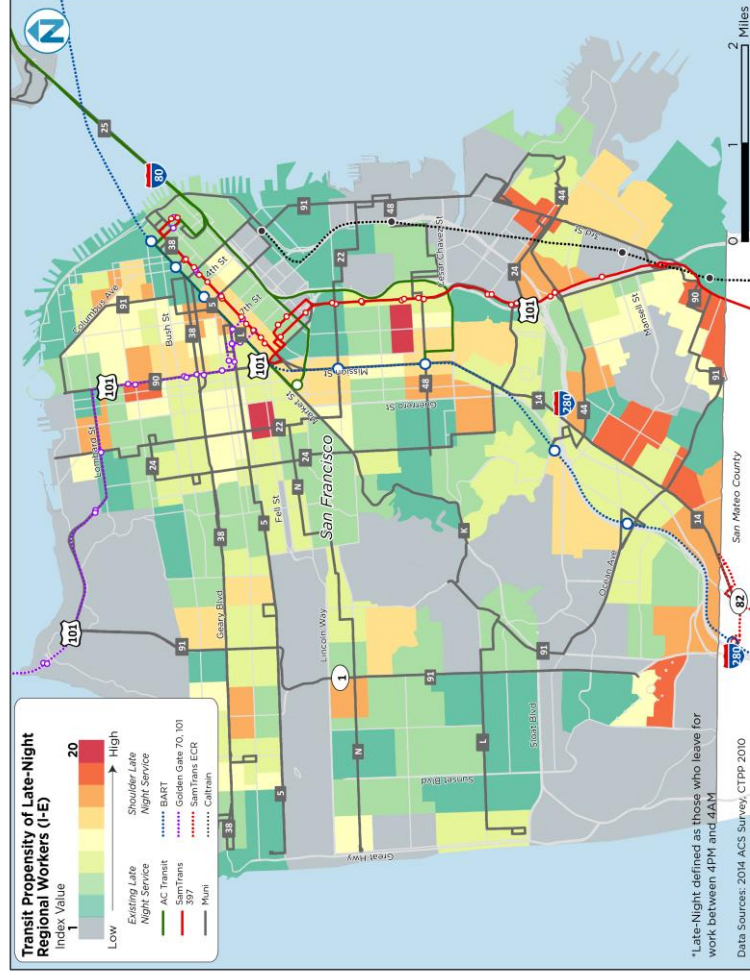
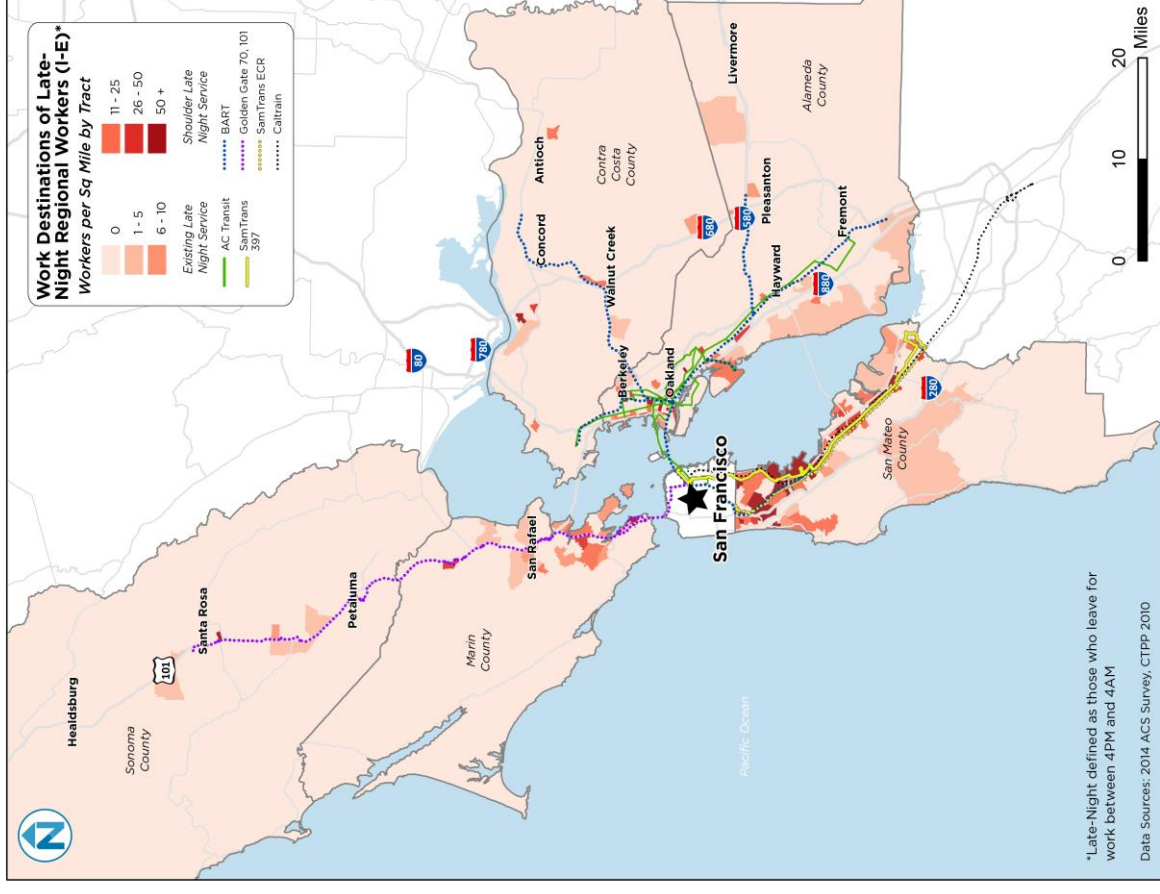
\*Late-Night defined as those who leave for work between 4PM and 4AM  
Data Sources: 2014 ACS Survey, CTPP 2010



\*Late-Night defined as those who leave for work between 4PM and 4AM  
Data Sources: 2014 ACS Survey, CTPP 2010

# Key Findings: SF to Region Work Trips

- ▶ **Total trips: 5,000**
- ▶ **69% of work locations in San Mateo County, especially SFO and BART corridor.**
- ▶ **Home clusters largely southern SF**



# Key Findings Summary and Next Steps

## Key opportunities for further exploration:

- ▶ **Intra-SF:**
  - ▶ Consider whether Owl lines could be modified to address gaps (Fisherman's Wharf, Parkmerced)
- ▶ **San Mateo County**
  - ▶ Potential service on El Camino Real
  - ▶ More Muni/Samtrans connections to fill bi-county travel gaps
- ▶ **East Bay**
  - ▶ Potential to enhance AC Transit All-Nighter service north of Richmond BART, consider frequency adjustments on other routes

**Now underway: Analysis of existing service, identification of improvement concepts**



For more information:

[nightlifesf.org](http://nightlifesf.org)

Colin Dentel-Post  
[colin.dentel-post@sfcta.org](mailto:colin.dentel-post@sfcta.org)



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY



# Memorandum

**Date:** 07.13.16 **RE:** Plans and Programs Committee  
July 19, 2016

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

**From:** Jeff Hobson – Deputy Director for Planning *JH*

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

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

## Summary

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.

## BACKGROUND

Improving mobility and managing congestion are important elements in sustaining San Francisco's role as a growing social and economic center. According to the Texas Transportation Institute's 2015 Urban Mobility Scorecard, the San Francisco-Oakland urban area experienced the country's third-highest yearly hours of delay per auto commuter in 2014. The most recent Congestion Management Program Update in 2015 indicated increased congestion on the arterial roadway and freeway network in San Francisco. With high projected housing and job growth in northeastern San Francisco, travel demand will continue to increase. The core network can only accommodate approximately half of the motorized vehicle demand increase forecasted for 2040 before reaching perpetual gridlock during peak periods.<sup>1</sup> In addition

<sup>1</sup> San Francisco Transportation Plan 2040 – Appendix C: Core Circulation Study. The "core" refers to the Downtown, South of Market (SoMa), and Mission Bay neighborhoods.

to the many infrastructure efforts underway, demand management is a critical component to the functioning of the transportation network.

Improving mobility and managing congestion are important elements in sustaining San Francisco's role as a growing social and economic center. According to the Texas Transportation Institute's 2015 Urban Mobility Scorecard, the San Francisco-Oakland urban area experienced the country's third-highest yearly hours of delay per auto commuter in 2014. The most recent Congestion Management Program Update in 2015 indicated increased congestion on the arterial roadway and freeway network in San Francisco. With high projected housing and job growth in northeastern San Francisco, travel demand will continue to increase. The core network can only accommodate approximately half of the motorized vehicle demand increase forecasted for 2040 before reaching perpetual gridlock during peak periods.<sup>2</sup> In addition to the many infrastructure efforts underway, demand management is a critical component to the functioning of the transportation network.

Given these critical challenges, the Transportation Authority Board and stakeholders requested that staff explore how policies that address parking demand and supply could help manage congestion. The Study was funded by the Federal Highway Administration through the Value Pricing Pilot Program, the Metropolitan Transportation Commission, and the Proposition K Half-Cent Sales Tax for Transportation. The enclosed Parking Supply and Utilization (PSUS) Summary Report provides an overview of the study, its methodology, and findings.

An earlier Transportation Authority effort, the Mobility, Access and Pricing Study (MAPS), examined the feasibility of cordon-based pricing, which involves charging drivers a user fee to drive into or out of specific congested areas or corridors during certain times of day, and using the revenue generated to fund transportation improvements. MAPS found that congestion pricing would be a feasible way to meet San Francisco's goals for sustainable growth.

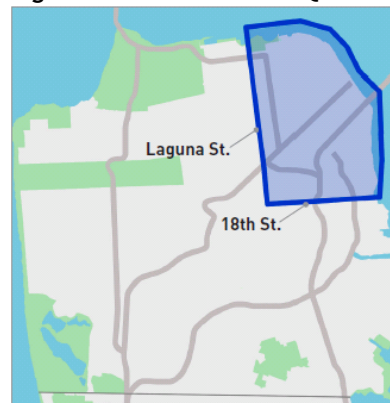
More recently, the San Francisco Municipal Transportation Agency (SFMTA) conducted the SFpark pilot program, which tested a new parking management system at many of San Francisco's metered on-street spaces and City-owned parking garages. The SFpark evaluation demonstrated that demand-responsive pricing can improve parking availability and yield secondary benefits, including reduced local congestion and mobile emissions.

## DISCUSSION

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). Key performance metrics for the study included a reduction in single occupancy vehicle mode share along with a reduction in vehicle miles traveled (VMT) and vehicle hours of delay (VHD) during the peak periods. To better inform the evaluation, the Study also performed data collection and estimated the total supply of off-street nonresidential parking spaces.

PSUS examined results for the city as a whole and a downtown focused area called the Northeast Quadrant. The Northeast Quadrant was defined based on the cordon boundaries that the MAPS study identified in its top-performing scenario. This area is bounded by Guerrero Street/Laguna Street to the west, 18th Street to the south, and San Francisco Bay to the north and east. Using the same geographic boundaries

**Figure 1: Northeast Quadrant**



<sup>2</sup> San Francisco Transportation Plan 2040 – Appendix C: Core Circulation Study. The “core” refers to the Downtown, South of Market (SoMa), and Mission Bay neighborhoods.



here in this study offers the opportunity to examine selected differences in transportation performance outcomes between cordon pricing and parking strategies.

**Parking Supply:** PSUS developed a parking supply model to estimate the amount of off-street, nonresidential parking. The model estimated undocumented parking supply that might not be reflected within existing data sets, focusing particularly on privately accessible parking. The existing Off-Street Census collected as part of SFpark extensively documents publically accessible parking lots and garages plus some privately accessible lots and garages. Additional data sources, including parking garage operator surveys, were collected as part of PSUS.

The supply model predicted a relatively low number of nonresidential, off-street parking spaces and locations beyond what the extensive SFpark Off-Street Census and parking operator survey already documents in the Study Area. This parking is likely to exist at parking garages or lots that are not readily advertised as publically available parking, such as permit holder only or customer only parking. Table 1 shows that the model estimated 172,000 non-residential off-street spaces citywide.

**Table 1: Estimated Number of Off-Street, Nonresidential Parking Spaces by Geography and Census Status, Median Supply Model Result**

	CENSUS	MEDIAN UNDOCUMENTED ESTIMATE	TOTAL
Study Area	84,100	3,300	87,400
Outside Study Area (extrapolated)	81,500	3,100	84,600
Citywide (extrapolated)	165,600	6,400	172,000

**Strategy Evaluation:** At its onset, PSUS compiled a list of candidate parking strategies through literature review, discussions with San Francisco stakeholders and other City agencies. The team then screened the strategies based on 1) effectiveness – i.e., a strategy’s potential to meaningfully reduce drive-alone mode share and congestion, and 2) ability to evaluate – i.e., the availability of tools (e.g., travel demand model, analytical best practices) and data to sufficiently measure a strategy’s impact. Table 2 below lists the 13 strategies carried forward for evaluation, grouped into four categories discussed in the remainder of this section: Fee-Based, Bulk Discount Elimination, Supply, and Cashout. The PSUS Technical Report contains a more extensive list and more detailed description of all candidate strategies considered and the screening process.

**Table 2: Evaluated Parking Strategies**

CATEGORY	STRATEGY	TRIPS AFFECTED	TIME PERIOD
Fee-Based	Annual parking space fee: fee passed onto driver	Unsubsidized work, Nonwork trips that park in NE zone	24-Hour
Fee-Based	Flat all-day fee	Unsubsidized work, Nonwork trips that park in NE zone	All-Day
Fee-Based	Flat peak fee	Unsubsidized work, Nonwork trips that park in NE zone	AM/PM Peak
Fee-Based	Universal parking access fee	All non residential trips that park in NE zone	AM/PM Peak or All-Day <sup>3</sup>
Bulk Discount Elimination	Monthly discount elimination	Unsubsidized work, Nonwork (all of SF)	24-Hour
Bulk Discount Elimination	Monthly and hourly discount elimination	Unsubsidized work, Nonwork (all of SF)	24-Hour

<sup>3</sup> The all-day timeframe spans the AM Peak, Midday, and PM Peak (6:00 a.m.-6:30 p.m.).

Bulk Discount Elimination	Parking sales tax bulk discount elimination incentive	Unsubsidized work, Nonwork (all of SF)	24-Hour
Bulk Discount Elimination	Parking fee bulk discount elimination incentive	Unsubsidized work, Nonwork (all of SF)	24-Hour
Supply	SFMTA garage redevelopment	All trips that park in SF	24-Hour
Supply	Parking supply cap	All trips that park in SF	24-Hour
Supply	Parking supply cap and trade	All trips that park in SF	24-Hour
Cashout	Increased cashout enforcement	All trips that park in SF	24-hour
Cashout	Expanded cashout law	All trips that park in SF	24-hour

**Findings:** Across the different strategy types, the parking scenario model results showed modest performance improvement of a relatively similar amount. Figure 2 depicts the overall mode splits for each scenario, including the baseline, during the AM Peak in the Northeast Quadrant. The bars show how reduced drive-alone trips redistribute among remaining modes. In the \$6 peak fee scenario, for instance, drive-alone and carpool trips decreased by 2.5 and 0.7 percentage points whereas transit and nonmotorized trips increased by 2.2 and 1.0 percentage points.

**Figure 2: AM Peak, To/From/Within Northeast Quadrant Trip Mode Share by Scenario**

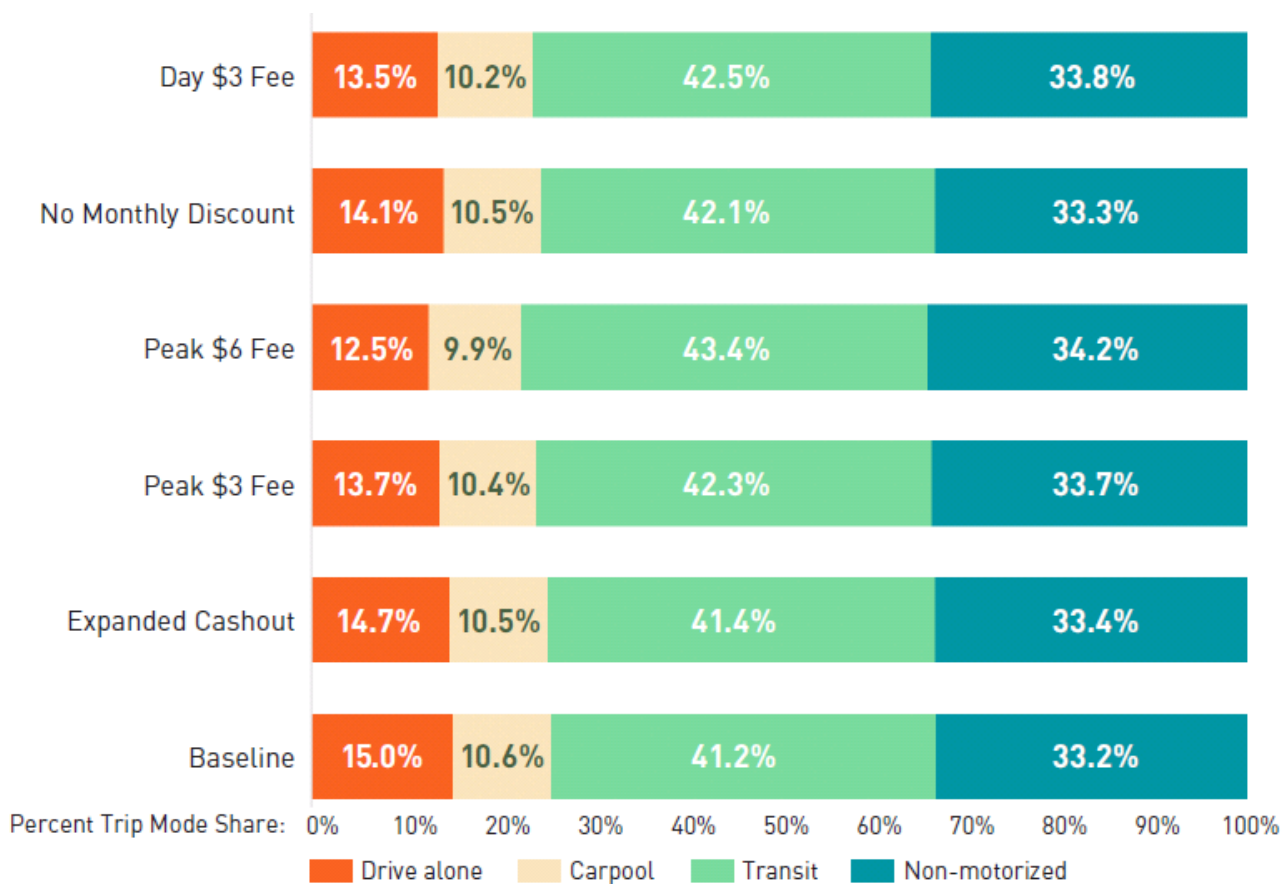
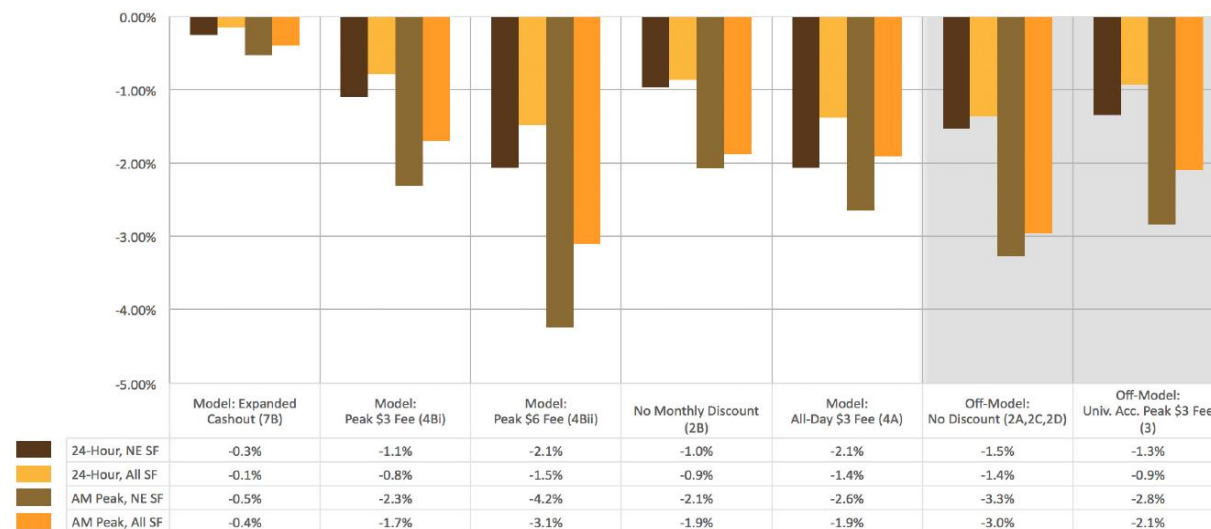


Figure 3 shows percent change in VMT, and Figure 4 shows percent change in VHD. Most of the strategies had a similar effect on the key congestion metrics. The \$6 peak fee showed the strongest effect, reducing VMT by 4.2% and VHD by 7.3% in the Northeast Quadrant during the AM peak. Eliminating employer-paid parking had lower VMT and VHD reductions in the SF-CHAMP output than most of the

other scenarios.

**Figure 3 Percent Change in VMT**



**Figure 4 Percent Change in VHD**



**Comparison of Cordon Pricing versus Parking Pricing:** Comparing the parking strategies to the MAPS preferred scenarios is challenging since the modeled cordon pricing scenarios had significant transportation investments, which made alternative modes more attractive than the baseline. However, the study team did analyze the performance of a cordon pricing scenario (\$3 peak fee for autos crossing the cordon during the AM and PM peak periods) without the transportation investments in order to compare the performance of a cordon based approach versus a parking fee based approach. The results indicate that cordon based pricing would likely be significantly more effective (more than 2x) in reducing VMT and VHD as well as having a greater influence over mode shift for fees of similar amount (i.e., the Peak \$3 Fee). The higher effectiveness of cordon based strategies can be explained by the fact that the downtown parking strategies do not apply directly to the approximately 110,000 daily vehicle through trips with origins and destinations outside the pricing or policy area (close to 50,000 of which occur during the AM and PM peak periods; an additional 70,000 vehicle trips – 30,000 during the AM and PM peak periods –

pass through the policy area by traversing freeways). In addition, those pass-through driving trips may be more sensitive to price changes since they are not paying the higher parking costs typical for downtown destinations. Therefore, from a technical standpoint, cordon pricing may be a more effective tool at managing congestion than the parking based approaches and may be easier to implement since all equipment and collection can be done in the public right of way and does not involve the development of equipment in or for private garages.

**Conclusion:** 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. This may, in part, be a reflection on the off-street parking environment in downtown San Francisco. Parking is already priced high due to market demands, and an existing 25% parking tax. As a result, much of the impact on demand that could be made using off-street parking pricing has already happened. While some of these strategies could be part of a larger congestion management effort within a changed political context, this study recommends development of ongoing parking related initiatives, including the SFMTA's Residential Parking Permit Evaluation and Reform Project<sup>4</sup> and implementation of the Transportation Demand Management (TDM) Ordinance as part of the Transportation Sustainability Program.<sup>5</sup> The latter program requires land use developers to include onsite demand management measure to reduce VMT and project related transportation impacts by offering alternatives to single occupancy driving. The most effective measure (and therefore the most incentivized) is to reduce on-site parking. However, as part of the larger TDM approach, the changes to parking are likely to be even more effective. This Study also recommends continued piloting and evaluation of pricing based approaches to demand management such as the Treasure Island Mobility Management Program,<sup>6</sup> the Freeway Corridor Management Study,<sup>7</sup> and BART Perks<sup>8</sup> pilot program. Based on the results of those programs and the near and long term approaches to congestion, San Francisco agencies could consider further pursuit of other pricing initiatives, including revisiting cordon based pricing.

## ALTERNATIVES

1. Recommend adoption of the San Francisco Parking Supply and Utilization Study Summary Report, as requested.
2. Recommend adoption of the San Francisco Parking Supply and Utilization Study Summary Report, with modifications.
3. Defer action, pending additional information or further staff analysis.

## CAC POSITION

The CAC was briefed on this item at its June 22, 2016 meeting and unanimously adopted a motion of support for the staff recommendation.

## FINANCIAL IMPACTS

There is no financial impact to the Transportation Authority's adopted FY 2015/16 budget or the proposed FY 2016/17 budget from the requested action.

## RECOMMENDATION

---

<sup>4</sup> [www.sfmta.com/projects-planning/projects/residential-parking-permit-evaluation-reform-project](http://www.sfmta.com/projects-planning/projects/residential-parking-permit-evaluation-reform-project)

<sup>5</sup> [www.tsp.sfplanning.org](http://www.tsp.sfplanning.org)

<sup>6</sup> [www.sfcta.org/timma](http://www.sfcta.org/timma)

<sup>7</sup> [www.sfcta.org/fcms](http://www.sfcta.org/fcms)

<sup>8</sup> [www.sfcta.org/BART-perks](http://www.sfcta.org/BART-perks)

Recommend adoption of the San Francisco Parking Supply and Utilization Study Summary Report.

Enclosure:

1. San Francisco Parking Supply and Utilization Summary Report