



AGENDA

PLANS AND PROGRAMS COMMITTEE Meeting Notice

Date: Tuesday, September 20, 2016; 10:30 a.m.
Location: Committee Room 263, City Hall
Commissioners: Tang (Chair), Farrell (Vice Chair), Avalos, Breed, Peskin and Wiener (Ex Officio)

Clerk: Steve Stamos

1. **Roll Call**
2. **Citizens Advisory Committee Report – INFORMATION***
3. **Approve the Minutes of the July 19, 2016 Meeting – ACTION***
4. **Recommend Appointment of Two Members to the Citizens Advisory Committee – ACTION***

The Transportation Authority has an eleven-member Citizens Advisory Committee (CAC). CAC members serve two-year terms. Per the Transportation Authority's Administrative Code, the Plans and Programs Committee recommends and the Transportation Authority Board appoints individuals to fill any CAC vacancies. Neither Transportation Authority staff nor the CAC make any recommendations on CAC appointments, but we maintain an up-to-date database of applications for CAC membership. A chart with information about current CAC members is attached, showing ethnicity, gender, neighborhood of residence, and affiliation. There are two vacancies on the CAC requiring committee action. The vacancies are the result of the resignation of John Morrison (District 11 resident) due to health and time constraints, and the automatic membership termination of Santiago Lerma (District 9) due to four absences over twelve regularly scheduled consecutive meetings, pursuant to the CAC's By-Laws. Mr. Lerma is seeking reappointment, and is required to reappear before the Plans and Programs Committee to be eligible, per the CAC's By-Laws. Attachment 1 shows current CAC membership and Attachment 2 lists applicants.

5. **Major Capital Projects Update – Transbay Transit Center and Downtown Rail Extension – INFORMATION***

The Transbay Transit Center and Downtown Rail Extension (TTC/DTX) project, one of the signature Prop K projects, is being built in two phases: Phase 1 is the TTC building, bus ramp, and related improvements, and Phase 2 is the downtown extension of commuter rail service into the new TTC, accommodating both Caltrain and high-speed trains. On June 9, the Transbay Joint Powers Authority (TJPA) Board adopted the final revised budget for Phase 1 in the amount of \$2.3 billion. At that same meeting, staff presented a comprehensive Phase 2 update with a refreshed cost estimate. The TJPA Board directed staff to proceed with the work required to advance Phase 2 (see separate agenda item requesting Prop K funds). The 1.95-mile rail extension will be constructed principally below grade using cut-and-cover and mined tunneling methods underneath Townsend and Second Streets. The design includes a new underground station at Fourth and Townsend Streets and six structures for emergency egress and ventilation along the alignment. The current estimate for Phase 2 (DTX) is \$3.9 billion. There is an aspirational open-for-use date of 2025, which is predicated on securing funding in a timely manner and a construction period of seven years, starting in December 2018. The proposed funding plan includes Passenger Facility Charges that are subject to

approval by the California High-Speed Rail Authority and Caltrain boards. Construction of Phase 1 is well underway. As of the end of July, Phase 1 was 65% complete. Although at one time it appeared that completion was going to be three months late, the contractor has been successful in its recovery efforts and it now looks like construction will reach substantial completion on schedule and within budget. TJPA has started planning for the facility's commissioning, with bus service scheduled to begin in December 2017.

6. Recommend Amendment of the Prop K Strategic Plan and the Guideways – Muni 5-Year Prioritization Program – ACTION*

The Prop K Expenditure Plan requires development of a Strategic Plan to guide the financial implementation of the program, and development of a 5-Year Prioritization Program (5YPP) for each of the 21 programmatic categories as a prerequisite for allocation of funds. The purpose of the 5YPPs is to provide transparency in how sponsors prioritize projects for Prop K funding, to establish a pipeline of projects that are ready to advance as soon as Prop K and other funds are available, and to encourage coordination across Prop K programs. In the summer of 2014, the Transportation Authority Board approved the Prop K 5YPPs for the 21 programmatic categories, including the Guideways – Muni category, for the period covering Fiscal Years (FY) 2014/15 to 2018/19. As approved the 5YPP included two projects with about \$12 million in Prop K funds and programmed \$17 million to a series of placeholders for yet-to-be-identified projects. The SFMTA has recently updated its Capital Improvement Program and has identified several guideways projects that are ready to advance during this 5YPP period. To make sufficient Prop K funds available, the SFMTA has requested a comprehensive amendment to the Guideways – Muni 5YPP and a corresponding Prop K Strategic Plan amendment to advance \$5,898,500 in Prop K funds from FY 2033/34 to FY 2016/17, as well as reprogram \$6.1 million in FY 2018/19 Prop K funds from the New Backup Vehicle Control Center which is not going to advance in the next three years, to the priority projects shown in Attachment 2. The amendment would result in a minor 1.84% increase in financing costs in the Guideways – Muni category over the 30-year life of the Prop K Expenditure Plan.

7. Recommend Allocation of \$20,888,900 in Prop K Funds, with Conditions, for Fourteen Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION*

As summarized in Attachments 1 and 2, we have fourteen requests totaling \$20,888,900 in Prop K funds to present to the Plans and Programs Committee. The Transbay Joint Powers Authority has requested \$6.8 million for preliminary engineering and cost estimate updates for the Downtown Rail Extension (DTX), a 1.3-mile tunnel connecting the new Transbay Transit Center with the current Caltrain terminus at Fourth and King Streets. The Peninsula Corridor Joint Powers Board (Caltrain) has requested \$3.9 million for Electrification and \$140,000 for Communication Based Overlay System/Positive Train Control. Caltrain has also requested \$5 million in Prop K funds for San Francisco's Fiscal Year (FY) 2016/17 local contribution to the Caltrain capital budget for state of good repair projects, including the construction phase for retrofitting or replacing structural elements of the Marin and Napoleon Street bridges, mid-life overhauls for a small fleet of diesel locomotives that will be used post-electrification, and restroom renovations at the 4th and King station. The San Francisco Municipal Transportation Agency has requested funds for five projects: replacement of the overhead contact system (OCS) for the 33-Stanyan trolleybus line on 18th Street between Castro and Mission (\$1.4 million); traffic signal upgrades at five intersections to facilitate the conversion of portions of Eddy and Ellis Streets to two-way operation (\$310,000); implementation of traffic calming measures from four areawide traffic calming plans (\$1.5 million); and installation of flashing beacons at seven intersections on WalkFirst high-injury corridors (\$399,000). Approval of the requests for DTX, Electrification, and the Caltrain capital budget require amendment of the Prop K Strategic Plan to advance funds to FY 2016/17. Approval of the 33-Stanyan OCS project is contingent upon approval of a 5-Year Prioritization Program and corresponding Prop K Strategic Plan amendment for the Muni Guideways category presented in the previous item on this agenda.

8. Plan Bay Area 2040 Draft Preferred Scenario – INFORMATION

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are currently developing Plan Bay Area 2040 (PBA 2040), the Bay Area's Regional Transportation Plan/Sustainable Communities Strategy that adopts a land use vision and a transportation system to govern the region's growth and investment through 2040. In October 2015, the Transportation Authority adopted goals and objectives for our participation in the PBA 2040 process and approved a list of projects and programs for MTC and ABAG to consider for inclusion in PBA 2040. We have subsequently provided updates to the Plans and Programs Committee (Committee) on PBA goals, the results of PBA project performance evaluation, ABAG's draft growth scenarios and

more. On September 2, the regional agencies released the draft staff preferred scenario, which included a projected pattern of household and employment growth (land use) in the Bay Area through 2040 and a coordinated transportation investment strategy. At the Plans and Programs Committee meeting, we will provide an initial set of reactions on the draft preferred scenario, focusing on the transportation investment strategy since we have had the benefit of reviewing an earlier draft prior to the public release. We are still pending information from both agencies to enable a thorough analysis of the draft land use and transportation investment scenarios from San Francisco's perspective. MTC/ABAG anticipate adopting the Final Preferred Scenario in November 2016 and Plan Bay Area 2040 in late summer or early fall of 2017.

9. 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.

10. Public Comment

11. Adjournment

* Additional materials

Please note that the meeting proceedings can be viewed live or on demand after the meeting at 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, 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.