



AGENDA

PLANS AND PROGRAMS COMMITTEE Meeting Notice

Date: Tuesday, March 15, 2016; 10:30 a.m.
Location: Committee Room 263, City Hall
Commissioners: Tang (Chair), Farrell (Vice Chair), Avalos, Cohen, Peskin and Wiener (Ex Officio)

Clerk: Steve Stamos

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

Consent Calendar

3. Approve the Minutes of the February 9, 2016 Meeting – ACTION*
4. Recommend Approval of the Improving West Side Transit Access Strategic Analysis Report – ACTION*

At the November 18, 2014 meeting of the Finance Committee, Commissioner Tang requested that we initiate a Strategic Analysis Report (SAR) to investigate options for improving access to transit on the west side of San Francisco. The purpose of the study is to recommend options for improving access to major West Side transit hubs, especially the West Portal Muni station and Daly City BART station, with the ultimate goal of encouraging alternatives to driving alone to access transit hubs or downtown. As called for in the Transportation Authority's adopted procedures governing the development of SARs, the draft SAR is brought directly to the committee on which the requestor sits for comments and guidance. In this case, we brought the draft SAR to the February Plans and Programs Committee meeting which Commissioner Tang chairs, and subsequently sought and incorporated input from relevant city agencies, the Transportation Authority's Citizens Advisory Committee, and other interested parties.

End of Consent Calendar

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

The Transportation Authority has an eleven-member Citizens Advisory Committee (CAC). CAC members serve two-year terms. Per the Transportation Authority's Administrative Code, the Plans and Programs Committee recommends and the Transportation Authority Board appoints individuals to fill any CAC vacancies. Neither Transportation Authority staff nor the CAC make any recommendations on CAC appointments, but we maintain an up-to-date database of applications for CAC membership. A chart with information about current CAC members is attached, showing ethnicity, gender, neighborhood of residence, and affiliation. There are two vacancies on the CAC requiring committee action. The vacancies are the result of the resignation of Wells Whitney and the term expiration of John Larson. Mr. Larson is seeking reappointment. Attachment 1 shows current CAC membership and Attachment 2 lists applicants.

6. Recommend Approval of the 2016 Prop AA Call for Projects Programming Recommendations Totaling \$2,192,934 for Four Projects and Amendment of the Prop AA Strategic Plan – ACTION*

Prop AA generates revenues from a \$10 vehicle registration fee on motor vehicles registered in San Francisco to fund transportation improvements consistent with a 2010 voter-approved expenditure plan. One of the features of Prop AA is a focus on quick-to-deliver projects that bring tangible benefits to neighborhoods citywide. Correspondingly, the 2012 Strategic Plan policies allow for periodic calls for projects to reprogram cost savings or funds from programmed projects that failed to request funds in a timely manner. In November we issued a call for projects to program \$1,193,197 in Prop AA revenues available mainly from cost savings from recently completed projects. By the January 13, 2016 deadline we received five applications requesting about \$2.6 million in Prop AA funds. In order to fund more projects, we updated the Prop AA revenue assumptions for the first five years of the Strategic Plan (Fiscal Years 2012/13–2016/17) based on actual revenues collected to date, which are about 3.9% higher than was assumed in the Strategic Plan. Revising the revenue estimates, after netting out 5% program administration costs, increases the capital reserve by \$999,737, which is now available for programming. We evaluated projects using the Board-adopted screening and prioritization criteria. Our recommendation is to program \$2,192,934 in Prop AA funds (comprised of \$1,193,197 in cost savings and \$999,737 from the capital reserve) to fully fund 3 projects and partially fund 1 project (Attachment 3). This includes full funding for San Francisco Public Works' construction requests for Broadway Chinatown (\$1,029,839) and Mansell (\$163,358) streetscape improvement projects, which are both One Bay Area Grant projects with funding shortfalls; and \$507,980 for construction of a Muni bus layover area at the BART Daly City Station to accommodate planned service increases for the 14R-Mission Rapid; and partial funding (\$491,757) of the design phase of SFMTA's Bulb-outs at WalkFirst Locations project which would upgrade up to 25 existing painted safety zones with concrete bulb-outs on pedestrian high injury corridors throughout the city. Our recommendation holds the capital reserve at \$240,000 (about 5% of annual revenues), as approved by the Board in May 2014.

7. Recommend Allocation of \$10,975,410 in Prop K Funds and \$794,980 in Prop AA Funds, with Conditions, for Six Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION*

As summarized in Attachments 1 and 2, we have six requests totaling \$11,770,390 in Prop K and AA funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested funding for three projects, including \$706,397 in Prop K funds for construction of fall protection systems at SFMTA's Presidio Division trolleybus maintenance facility; \$28,000 in District 6 Neighborhood Transportation Improvement Program capital funds for a new mid-block crosswalk on Sherman Street at Bessie Carmichael Elementary School; and, \$287,000 in Prop AA funds for major system overhauls of twelve elevators at Van Ness, Church, Castro and Forest Hill Muni Metro stations. San Francisco Public Works has requested a total of \$10,241,000 in Prop K funds for the construction phases of two street resurfacing projects that will improve more than 70 city blocks, including new curb ramps. Bay Area Rapid Transit (BART) has requested \$507,980 in Prop AA funds to construct a bus layover area at BART's Daly City station for SFMTA's 14R-Mission Rapid line to accommodate planned service increases for the route. Our recommendation to fund the BART project is contingent upon Board approval of the proposed 2016 Prop AA programming recommendations, which is a separate item on this agenda.

8. Rail Capacity Strategy Update – INFORMATION*

The San Francisco Municipal Transportation Authority (SFMTA) has developed a Rail Capacity Strategy that identifies and prioritizes improvements to existing infrastructure and system expansion needed to help meet future ridership demand. Strategies include alleviating bottlenecks, improving the vehicle fleet, expanding or extending the light rail and metro systems, and building system resiliency. Initial engineering was conducted for near term improvements that can be delivered in the next five years. Long term improvements identified in the strategy will inform the Metropolitan Transportation Commission-led San Francisco Bay Area Core Capacity Transit Study, and updates of the San Francisco Transportation Plan as part of the Long Range Transportation Planning Program and Plan Bay Area (the Regional Transportation Plan/Sustainable Communities Strategy). SFMTA staff will provide an overview of the Rail Capacity Strategy at the March Plans and Programs Committee meeting.

9. Bay Area Rapid Transit Perks Program Update – INFORMATION

In partnership with BART, we are developing a pilot program – BART Perks – to reduce train crowding using incentives. Funded by BART, the Federal Highway Administration's Value Pricing Pilot Program, and Prop K, BART

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Perks will reward BART riders for traveling outside of the morning rush. Replicating a transit incentive model that has addressed similar challenges elsewhere, the program is being implemented to test new cost-effective ways to better use existing tube capacity and improve the customer experience while BART develops longer-term capacity-enhancing solutions. This update provides an overview of the program goals and objectives, marketing plan, and draft incentive program structure. We expect to launch the six-month pilot program this spring. For more information, contact Ryan Greene-Roesel at ryan@sfcta.org, or visit www.sfcta.org/bart-travel-incentives-pilot-program.

10. 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.

11. Public Comment

12. Adjournment

* Additional materials

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The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 5, 6, 7, 9, 19, 21, 47, and 49. For more information about MUNI accessible services, call (415) 701-4485.

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