



# AGENDA

## PLANS AND PROGRAMS COMMITTEE Meeting Notice

**Date:** Tuesday, February 14, 2017; 10:00 a.m.  
**Location:** Committee Room 263, City Hall  
**Commissioners:** Tang (Chair), Farrell (Vice Chair), Breed, Safai, Sheehy and Peskin (Ex Officio)

**Clerk: Steve Stamos**

1. **Roll Call**
2. **Citizens Advisory Committee Report – INFORMATION\***
3. **Approve the Minutes of the January 17, 2017 Meeting – ACTION\***
4. **Recommend Allocation of \$4,456,324 in Prop K Funds and \$2,540,359 in Prop AA Funds, with Conditions, for Five Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION\***

As summarized in Attachments 1 and 2, we have five requests totaling \$6,996,683 in Prop K and Prop AA funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested Prop K funds for two projects: \$797,000 for the construction phase of bicycle, pedestrian, and traffic calming improvements along the residential portion of the Wiggle bicycle route between the Church/Duboce and Fell/Scott intersections; and \$100,000 to leverage a \$300,000 Caltrans Planning Grant for an extensive community planning process to develop neighborhood greenway designs along three key corridors in District 11. San Francisco Public Works (SFPW) has requested \$80,000 in Prop K funds to design pathways to help bicyclists and pedestrians safely navigate the western entrance to the Bayshore Boulevard/Cesar Chavez Street/Potrero Avenue intersection (The Hairball). SFPW has also requested funds for two pavement renovation projects: \$3,479,324 in Prop K funds for the construction phase of the Filbert & Leavenworth Streets Pavement Renovation project, and \$2,540,359 in Prop AA funds for pavement renovation on Brannan Street from The Embarcadero to 10th Street/Division Street/Potrero Avenue intersection.

5. **Recommend Adoption of the Fiscal Year 2017/18 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION\***

Transportation Fund for Clean Air (TFCA) funds come from a \$4 per vehicle surcharge collected by the California Department of Motor Vehicles on motor vehicle registrations in the nine-county Bay Area region. A portion of the funds (40 percent) is available to each county on a return-to-source basis from the Bay Area Air Quality Management District (Air District). These funds are used to implement strategies to improve air quality by reducing motor vehicle emissions in accordance with the Air District's Clean Air Plan. As the Program Manager for the City and County of San Francisco, the Transportation Authority is required to adopt Local Expenditure Criteria for the programming of the local TFCA funds. Our proposed Fiscal Year (FY) 2017/18 Local Expenditure Criteria (Attachment 1) are the same as those used in past cycles and are consistent with the Air District's TFCA policies for FY 2017/18. The criteria establish a clear prioritization methodology for applicant projects, including project types ranked by local priorities, emissions reduced, program diversity, project readiness, and past project sponsor delivery. Following Board approval

of the Local Expenditure Criteria, we plan to issue the FY 2017/18 call for projects by March 7 and anticipate having approximately \$724,500 to program to projects.

**6. Recommend Adoption of the One Bay Area Grant Program Cycle 2 San Francisco Call for Projects Framework – ACTION\***

This is the second cycle of the Metropolitan Transportation Commission’s (MTC’s) One Bay Area Grant program (OBAG 2) for which the Transportation Authority has \$44.2 million to program over the next five fiscal years (2017/18–2021/22). The OBAG program directs federal funding to projects and programs that integrate the region’s transportation program with California’s climate law and Plan Bay Area, the Regional Transportation Plan/Sustainable Communities Strategy. About 45% of OBAG funds are directed to congestion management agencies (CMAs), such as the Transportation Authority. Provided that the CMAs comply with rather extensive OBAG requirements (such as requiring that at least 70% of San Francisco OBAG funds must be invested in our Priority Development Areas shown in Attachment 1), CMAs have flexibility to program funds to a wide variety of project types from transit capacity and enhancement projects to pedestrian and bicycle safety projects to street resurfacing. For San Francisco’s \$44.2 million, we propose assigning \$1.9 million for CMA planning activities (consistent with Cycle 1, augmenting the base amount of CMA planning funds we receive from MTC), \$1.797 million for Safe Routes to School (MTC-guaranteed minimum) with priority to non-infrastructure projects (which have limited discretionary funding opportunities), and the remaining \$40.489 million for a competitive call open to all OBAG-eligible projects. In addition to MTC’s required selection criteria, we propose retaining most of the Board-approved OBAG Cycle 1 criteria and adding new criteria that reflect the City’s growing need to address core capacity and reliability improvements. Approval of the proposed approach will allow us to release the call for projects in early March 2017. The recommended project list would come back to the to the Board for approval in June, enabling us to submit with the list and related documentation to MTC by its July deadline.

**7. Presentation on Regional Measure 3 – INFORMATION\***

One of our key work program items this calendar year is providing input on San Francisco’s project priorities for a potential toll increase (known as Regional Measure 3 or RM3) on the Bay Area’s seven state-owned toll bridges. The Metropolitan Transportation Commission (MTC) is contemplating placing RM3 on either the June or November 2018 ballot in all nine Bay Area counties. RM3 would increase the tolls on the region’s state-owned toll bridges by \$1-3, potentially generating \$1.7-\$5 billion through a 25-year capital bond for projects that help relieve congestion on the toll bridge corridors. As a fee, a simple majority of voters would be needed to approve the measure. The Bay Area congestion management agencies (CMAs) and transit agencies have been asked to provide input into the toll program of projects. At the Plans and Programs Committee meeting we will provide background information on existing bridge tolls in the region, an update on the legislative process for RM3 (e.g, it requires state legislative authorization), and MTC’s proposed RM3 principles. We will also provide some initial thoughts on a policy framework to guide San Francisco RM3 advocacy and on a list of potential RM3 priority projects. We anticipate returning to the Board next month to endorse a San Francisco RM3 policy framework and a draft list of San Francisco RM3 priorities. In the meantime, we are continuing to coordinate with San Francisco agencies (particularly the San Francisco Municipal Transportation Agency), regional transit operators and other transportation agencies that serve San Francisco to help develop a common advocacy strategy for RM3. We have included in this agenda packet the RM3 materials that MTC Commissioners discussed at their November retreat, which provide a good overview of the topic.

**8. 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.

**9. Public Comment**

**10. Adjournment**

\* Additional materials

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