



AGENDA

PLANS AND PROGRAMS COMMITTEE Meeting Notice

Date: 10:30 a.m., Tuesday, September 16, 2014
Location: Room 263, City Hall
Commissioners: Commissioners Mar (Chair), Kim (Vice Chair), Breed, Campos, Yee and Avalos (Ex Officio)

CLERK: Erika Cheng

1. **Roll Call**
2. **Citizens Advisory Committee Report – INFORMATION***
3. **Approve the Minutes of the July 15, 2014 Meeting – ACTION***
4. **Recommend Appointment of One Member 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 is one vacancy on the CAC requiring committee action. **We are seeking a recommendation to appoint one member to the CAC.**

5. **Recommend Appointment of One Member to the Geneva-Harney Bus Rapid Transit Community Advisory Committee – ACTION***

The Geneva-Harney Bus Rapid Transit (BRT) Feasibility Study is advised by a 13-member Geneva-Harvey BRT Community Advisory Committee (GHCAC). The GHCAC structure, which was approved by the Transportation Authority Board, includes five members to be appointed by the City/County Association of Governments of San Mateo County and eight members appointed by the Transportation Authority. The Transportation Authority Board previously made appointments filling its eight seats. Since that time, the GHCAC member filling the Crocker-Amazon, Excelsior, Outer Mission seat submitted his resignation due to professional and personal time commitments. We re-opened recruitment, reaching out to community groups and residents. As shown in Attachment 2, we have received applications from two candidates for the Crocker-Amazon, Excelsior, Outer Mission seat. Neither staff nor the GHCAC makes recommendations on these appointments **We are seeking a recommendation to appoint one member to the GHCAC.**

6. **Recommend Adoption of the 2014 Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5-Year Prioritization Program (5YPP) and the Amendment of the 2014 Prop K Transit Enhancements and BART Station Access,**

Safety and Capacity 5YPPs – ACTION*

We are presenting the last of the 21 2014 Prop K 5-Year Prioritization Programs (5YPPs) to the Committee for approval, along with amendments to two other 5YPPs. The Bus Rapid Transit (BRT)/Transit Preferential Streets/Muni Metro Network 5YPP, was developed through a collaborative effort between the Transportation Authority and the San Francisco Municipal Transportation Agency (SFMTA). Highlights of this 5YPP update include increasing Prop K funds to fully fund Van Ness BRT through construction, fund Geary BRT through final design with a small amount of funds available for construction, and providing planning/conceptual engineering funds for phase 3 of the Muni Forward/Transit Effectiveness Program (TEP). Funding these projects and a few others requires advancing Prop K such that Prop K funds run out for this category in this 5YPP period. With respect to Geary BRT, we are working with SFMTA to review cost estimates and identify early implementation work. Funding for the latter may partially come from the BRT category. To maximize funds for Geary BRT, while also meeting SFMTA's funding request for the TEP, we are recommending a finance cost neutral amendment of the Transit Enhancements 5YPP to drop the Muni Customer First project and replace it with \$2.7 million for Geary BRT. SFMTA will seek funds for the Customer First project from Prop AA, which has a Rapid Network Placeholder. SFMTA has concurred with this recommendation. Lastly, we are recommending amendment to the Bay Area Rapid Transit District Station Access, Safety and Capacity 5YPP to advance \$2 million in Prop K funds for construction of the Balboa Park Station Eastside Walkway project. The amendment includes \$870,000 in Fiscal Year 2009/10 funds inadvertently not carried forward and funding for a portion of a \$2 million project cost increase, which is partially due to an accelerated project schedule to minimize service disruption to Muni. **We are seeking a recommendation for the adoption of the 2014 Prop K BRT/Transit Preferential Streets/Muni Metro Network 5YPP and the amendment of the 2014 Prop K Transit Enhancements and BART Station Access, Safety and Capacity 5YPPs.**

7. Recommend Allocation of \$2,585,414 in Prop K Funds, with Conditions, and Appropriation of \$928,415 in Prop K Funds, with Conditions, for Eight Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION*

As summarized in Attachments 1 and 2, we have eight requests totaling \$3,513,829 in Prop K funds to present to the Plans and Programs Committee for approval. We have two San Francisco Municipal Transportation Agency (SFMTA) requests: final design for Van Ness Bus Rapid Transit (\$1,594,280) and construction for the Persia Triangle project (\$200,685). The latter builds upon recommendations from the Transportation Authority's Mission-Geneva Neighborhood Transportation Plan, refined by more recent community input obtained under Planning Department leadership. San Francisco Public Works has requested \$701,034 for street repair and cleaning equipment. We are requesting appropriations for the Quint-Jerrold Road Contracting and Workforce Development Strategy (\$89,000); Bayshore Multimodal Facility Location Study (\$28,830), which includes funds for SFMTA and our staff participation in this Planning Department-led effort; Bay Area Transit Core Capacity Study (\$450,000); San Francisco Freeway Corridor Management Study (\$300,000); and Neighborhood Transportation Improvement Planning Predevelopment/Program Support (\$150,000), which includes funds for SFMTA and our staff. The last three requests are based on recommendations from the San Francisco Transportation Plan (SFTP). The freeway and core capacity studies are timed to inform San Francisco's input into the Plan Bay Area update. **We are seeking a recommendation to allocate \$2,585,414 in Prop K funds, with conditions, and appropriate \$928,415 in Prop K funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

8. Recommend Adoption of the Draft 2014 Prop K Strategic Plan – ACTION*

The Prop K Strategic Plan is the financial tool that guides the timing and allocation of Prop K revenues over the 30-year Expenditure Plan period, reconciling the timing of expected Prop K revenues with the schedule for when project sponsors need those revenues in order to deliver projects, and setting policy for the administration of the program to ensure prudent stewardship of the funds. Last year the Board adopted the 2013 Prop K Strategic Plan Baseline, which consisted of updated actual sales tax revenues and project expenditures, financing assumptions, projected revenues, and revised programming of the major projects (e.g. Central Subway) that heavily drive overall program cash flow and financing needs. The Baseline served as an interim step towards a full update in 2014, pending completion of the 2014 5-Year Prioritization Programs (5YPPs), the last of which is the subject of a separate agenda item. The Draft 2014 Prop K Strategic Plan tiers off of the Baseline, adding programming and cash flow assumptions for the next five years from the 2014 5YPPs and making a limited number of programming changes to major capital projects. We also

reviewed the 2009 Prop K policies and have retained them, but reorganized them to be more user friendly. The only substantive change is the proposed Delegated Allocation Authority pilot policy, which is the subject of a separate agenda item this month. The total 30-year revenue projection in the Draft 2014 Prop K Strategic Plan is \$3.346 billion, \$144 million less than the \$3.490 billion assumed in 2009. Financing costs have also decreased, but at a much faster rate (down to \$426 million from \$859 million in 2009). The net effect is additional funding capacity, particularly for categories that advanced significant amounts of sales tax funds and carried their proportional share of financing costs, consistent with Strategic Plan policies. **We are seeking a recommendation to adopt the 2014 Prop K Strategic Plan.**

9. Recommend Approval of the Delegated Allocation Authority Policy and the Fiscal Year 2014/15 Prop K List of Projects Eligible for Delegated Allocation Authority – ACTION*

Our adopted Fiscal Year 2014/15 work program includes several tasks to support our ongoing Prop K Customer Service and Efficiency Initiative. One of these tasks was the development of a new Prop K Delegated Allocation Authority Policy (Attachment 1), which is designed to expedite allocation of funds while preserving transparency and accountability. If approved, this new pilot policy would be incorporated into the 2014 Prop K Strategic Plan policies and would expire in January 2016 unless extended by the Transportation Authority Board. Under this proposal, each year the Board will approve a list of projects that meet certain criteria and make them eligible for allocation of Prop K funds through Executive Director approval, bypassing the traditional Citizen Advisory Committee, Plans and Programs Committee, and Board approval cycle. One of the core eligibility requirements is that the project is included as a named project in a Board-adopted Prop K 5-Year Prioritization Program. Monthly, we will share lists of projects funded under this policy with the Board and will post the allocation request forms on our website. We will also produce an annual report evaluating the policy and reporting on progress of the projects. For Fiscal Year 2014/15, we have screened all of the unallocated Fiscal Year 2014/15 Prop K 5YPP projects (105 in all) against the eligibility criteria (Attachment 1, Section 2). We have identified 25 projects, representing a maximum of \$5,302,409 as potentially eligible for allocation through delegated authority. Seven more projects would have been eligible, but the Board has already allocated funds for these projects. The Plans and Programs Committee may recommend removing one or more projects from the list that the Committee feels would benefit the increased review and additional public input opportunities made available by going through the Board cycle. Approval of the list is contingent upon approval of the pilot policy. **We are seeking a recommendation to approve the Delegated Allocation Authority Policy and the Fiscal Year 2014/15 Prop K List of Projects Eligible for Delegated Allocation Authority.**

10. Draft Neighborhood Transportation Improvement Program Planning Guidelines – INFORMATION*

One of the recommendations from the San Francisco Transportation Plan was to create a Neighborhood Transportation Improvement Program (NTIP), which provides Prop K funds for community-based planning and for development and implementation of neighborhood-scale capital projects. The memorandum presents the draft NTIP planning grant guidelines, which have been developed through a collaborative process with project sponsors. Recognizing the different transportation challenges facing San Francisco's neighborhoods, we have drafted guidelines that allow NTIP planning grants to be tailored to meet each district's or neighborhood's specific needs. Ultimately, all efforts should lead toward prioritization of community-supported neighborhood-scale capital improvements that could be funded by Prop K and/or other sources. The NTIP Planning program provides \$100,000 in Prop K funds for each supervisorial district over the next five years. The \$100,000 can be used for one planning effort or multiple smaller efforts. The expectation is that NTIP funds will leverage other funds. This leveraging would be necessary to fund larger scale more intensive efforts. While anyone can come up with an NTIP planning grant idea, it is the district supervisor who recommends which project(s) will be funded with an NTIP planning grant. The supervisor would initiate the process by contacting NTIP Coordinators at the Transportation Authority and the San Francisco Municipal Transportation Agency who would work with the supervisor and relevant stakeholders throughout the NTIP planning proposal identification and initial scoping process. We anticipate bringing the final guidelines to the Board for approval in October. **We are seeking input and guidance from the Plans and Programs Committee. This is an information item.**

11. Introduction of New Items – INFORMATION

12. Public Comment

13. 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, 9, 19, 21, 47, 49, 71, and 71L. 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.

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