



# AGENDA

## PLANS AND PROGRAMS COMMITTEE Meeting Notice

**Date:** Tuesday, October 11, 2016; 10:00 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 September 20, 2016 Meeting – ACTION\***
4. **Recommend Allocation of \$12,713,969 in Prop K Funds, with Conditions, for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION\***

As summarized in Attachments 1 and 2, we have two requests totaling \$12,713,969 in Prop K funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency has requested \$11.95 million to construct worker fall protection systems compliant with California Occupational Safety and Health Administration standards at six transit fleet maintenance facilities and at the West Portal Muni station. The project will provide safe access for maintaining rooftop-mounted vehicle equipment such as power, fuel, cooling, and electrical systems, and for maintaining portions of the West Portal station facility. San Francisco Public Works has requested \$763,969 to construct up to 65 curb ramps at intersections located in Districts 2, 5, 6, 7, 8, 9, and 10.

5. **Recommend Approval of the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria – ACTION\***

Prop AA generates revenues from a \$10 vehicle registration fee on motor vehicles registered in San Francisco to fund local road repairs, pedestrian safety improvements, and transit reliability and mobility improvements throughout the city consistent with the 2010 voter-approved Expenditure Plan. The Prop AA Expenditure Plan requires the Transportation Authority to adopt a Strategic Plan, which shall include a detailed 5-year prioritized program of projects (5YPP) for each of the three Expenditure Plan categories prior to the allocation of funds. We have reached the last year of 5YPP programming (covering Fiscal Years 2012/13 to 2016/17) in the 2012 Strategic Plan, and are preparing to release a call for projects for approximately \$23.2 million in Prop AA funds for the next 5-year period (Fiscal Years 2017/18 to 2021/22). The funds will be programmed in the 2017 Strategic Plan update. To guide this first update, we are recommending minor revisions to two key documents that inform the programming and administration of the Prop AA program: the Prop AA Strategic Plan Policies which provide guidance to staff and project sponsors on the various aspects of managing the program, including the allocation and expenditure of funds (see Attachment 1); and the Prop AA Screening and Prioritization Criteria which provide the mechanism to evaluate and prioritize projects for funding within the three programmatic categories (see Attachment 2). We anticipate releasing a call for projects for the 2017 5YPP updates following Board approval of the Policies and Screening and Prioritization Criteria.

**6. Recommend Approval of San Francisco Input on the Plan Bay Area 2040 Draft Preferred Scenario – ACTION\***

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 (RTP/SCS) 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 on PBA goals, the results of the PBA 2040 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 September 20 Committee meeting, we provided an initial set of reactions on the draft preferred scenario. We are coordinating with San Francisco agencies, particularly the Planning Department, the San Francisco Municipal Transportation Agency and the Mayor's Office, as well as regional transit operators to provide input before MTC/ABAG anticipate adopting the Final Preferred Scenario in November 2016. The attached memo outlines the high level comments that we recommend submitting to the regional agencies. Given the tight PBA 2040 timeline, we are still awaiting information from both agencies to help clarify a number of questions that will enable a more thorough analyses of the draft preferred scenario from San Francisco's perspective. While we don't anticipate any significant changes to the high level comments described in the memo, the supporting detail is still evolving and may be modified upon receipt of some outstanding requests of information from MTC. We will provide a presentation and any updates at the Plans and Programs Committee on October 11 and again at the full Board meeting on October 25. MTC/ABAG has requested comments on the draft scenario this month and expect to adopt PBA 2040 in late summer or early fall of 2017 after completing environmental analyses of the plan.

**7. Update on the Railyard Alternatives and I-280 Boulevard Feasibility Study – INFORMATION\***

At the October Plans and Programs Committee meeting, Susan Gygi of the San Francisco Planning Department will present an update on the Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB) Study. The RAB is a multi-agency program studying transportation and land use alternatives in the most rapidly growing areas of the City, including South of Market, Mission Bay, and Showplace Square/Lower Potrero Hill. In anticipation of the Downtown Rail Extension, the electrification of Caltrain, and High-Speed Rail, the City is studying how best to coordinate these projects in a unified vision for the area rather than building each project independently. The first phase of the RAB has prepared conceptual design alternatives for four different project components, in addition to a study of overall land use considerations and opportunities for placemaking. The first round of public outreach was conducted in February/March 2016. The project team is preparing for the study's second public meeting, to be held sometime in the fall/winter, where they will solicit public input on the Draft Alternatives. The third public meeting, where the study team will request input on the Final Alternatives, is anticipated for winter 2016/2017.

**8. Update on Freeway Corridor Management Study – INFORMATION\***

The San Francisco Freeway Corridor Management Study (FCMS) Phase 2 is exploring feasible strategies to both manage demand and increase reliability in the freeway corridors in San Francisco. The Transportation Authority Board adopted the FCMS Phase 1 report, which documented the project's goals and a range of potential strategies, in March 2015. The Phase 2 Study is currently examining US-101 and I-280 for opportunities to: create a managed lane that may be restricted by occupancy and/or price; manage ramp access to the freeways; and use other demand- and/or information-based management strategies to achieve the goals outlined in the Phase 1 report. There is a strong desire among regional and state governments to implement one or more of these strategies as soon as possible to alleviate severe congestion on US-101, occurring as a result of continued expansion of employment in San Francisco and along the Peninsula and South Bay, by offering quicker travel times and increased reliability to high occupancy vehicles and transit. As a result, the focus of the FCMS Phase 2 is to explore ways provide a continuous Managed Lane facility through San Mateo County and into San Francisco. This presentation will provide an update on the status of the FCMS Phase 2 evaluation and include a presentation from the Alameda County Transportation Commission detailing their experience developing and implementing a managed lane solution on two freeways in Alameda County.

**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

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