



# AGENDA

## CITIZENS ADVISORY COMMITTEE Meeting Notice

**Date:** 6:00 p.m., Wednesday, January 28, 2015

**Location:** 1455 Market Street, 22<sup>nd</sup> Floor

**Members:** Christopher Waddling (Vice Chair), Myla Ablog, Brian Larkin, John Larson, Santiago Lerma, Angela Minkin, Eric Rutledge, Jacqueline Sachs, Raymon Smith, Peter Tannen and Wells Whitney

**6:00 1. Committee Meeting Call to Order**

**6:02 2. Chair's Report – INFORMATION**

**6:07 3. Election of Chair and Vice Chair – ACTION**

The terms of the CAC Chair and Vice-Chair expire in January of each year, as established by Section 2, Article II of the CAC By-Laws. An election is required to select the Chair and Vice Chair by a majority of the appointed CAC members. Any CAC member is eligible for either the Chair or the Vice Chair position. The elected Chair and Vice Chair immediately preside over the current meeting and the remaining 2015 meetings.

**6:20 Consent Calendar**

**4. Approve the Minutes of the December 3, 2014 Meeting – ACTION\***

**5. State and Federal Legislative Update – INFORMATION\***

To inform state advocacy efforts, the Transportation Authority tracks pending state legislation and presents a matrix of transportation-related bills to the Finance Committee each month. This matrix provides a summary of each bill and its status, and offers the Transportation Authority Board the opportunity to take formal positions on proposed legislation. The attached state legislative matrix was reviewed by the Finance Committee at its January 13, 2015 meeting. Staff is not recommending the any new positions this month, but is adding a bill to watch. **This is an information item.**

**6. Adopt a Motion of Support for the Adoption of the Fiscal Year 2015/16 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 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 annually adopt Local Expenditure Criteria for the programming of the local TFCA funds. Our proposed Fiscal Year 2015/16 Local Expenditure Criteria (Attachment 1) are essentially the same as those used in past cycles and are consistent with the Air District's TFCA policies for Fiscal Year 2015/16. 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. We plan to issue the

Fiscal Year 2015/16 call for projects in late February and anticipate having approximately \$850,000 to program to projects. **We are seeking a motion of support for the adoption of the Fiscal Year 2015/16 TFCA Local Expenditure Criteria.**

### End of Consent Calendar

**6:30 7. Adopt a Motion of Support for the Allocation of \$5,199,670 in Prop K Funds, with Conditions, and \$636,480 in Prop AA Funds 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 \$5,836,150 in Prop K and AA funds to present to the Citizens Advisory Committee. Attachment 3 summarizes our recommendations. We are requesting \$750,000 in Prop K funds for traffic analysis and environmental studies required for the potential realignment of the I-280 off-ramp at Ocean Avenue and a ramp closure analysis for the possible closure of the I-280 on-ramp at Geneva Avenue near Balboa Park. These are two of the recommendations from the Balboa Park Station Area Circulation Study. The San Francisco Municipal Transportation Agency (SFMTA) has requested Prop K funds for six projects. They include construction of Balboa Park Station Area and Plaza Improvements to facilitate multi-modal access (\$1,773,993); planning and design of Fall Protection Systems at seven vehicle maintenance facilities (\$2,160,777); \$72,000 to extend the existing Bicycle Safety Education Classes contract by nine months; planning, design, and construction of WalkFirst Rectangular Rapid Flashing Beacons at up to 11 locations (\$222,900); construction of Golden Gate Road Diet from Polk to Market (\$120,000) which is a near-term Vision Zero capital project; and \$100,000 for the District 1 Neighborhood Transportation Improvement Program planning project to study safety and access improvements on four north-south corridors in the Richmond. Lastly, the SFMTA has requested \$636,000 in Prop AA funds for Franklin and Divisadero Signal Upgrade construction. **We are seeking a motion of support for the allocation of \$5,199,670 in Prop K funds, with conditions, and \$636,480 in Prop AA funds for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

**6:45 8. Adopt a Motion of Support for Programming of Up to \$5,143,714 in Cycle 4 Lifeline Transportation Program (LTP) Funds to Two San Francisco Municipal Transportation Agency (SFMTA) Projects and Concurrence with Cycle 4 LTP Prop 1B Priorities as Submitted by SFMTA and the Bay Area Rapid Transit District – ACTION\***

Metropolitan Transportation Commission's (MTC's) Lifeline Transportation Program (LTP) funds projects that improve mobility for low-income populations primarily by addressing gaps or barriers identified through community-based transportation plans or other substantive local planning efforts. In our role as Congestion Management Agency (CMA), the Transportation Authority prioritizes a portion of LTP funds and helps MTC with administering the overall LTP for San Francisco. Attachment 1 shows the list of San Francisco's previous LTP priorities. For Cycle 4, MTC has assigned \$3.8 million in State Transit Assistance and \$1.1 million in Federal Transit Administration Section 5307 Job Access and Reverse Commute funds to the Transportation Authority. An additional \$216,000 in Cycle 2 LTP funds is also available for reprogramming due to the cancellation of the San Bruno Transit Preferential Streets project which will be implemented through Muni Forward. In October 2014, we released a call for projects, and by the December deadline, we received four applications from the San Francisco Municipal Transportation Agency (SFMTA) totaling \$6.6 million. Consistent with MTC's guidelines and the prioritization criteria (Attachment 2), the evaluation panel reached consensus on the project rankings, and upon consultation with SFMTA, we recommend fully funding Potrero Hill Pedestrian Safety and Transit Stop Improvements and Expanding Late Night Transit Services (Attachment 3). MTC has assigned State Prop 1B funds directly to transit operators to program at their discretion with CMAs' concurrence. Attachment 4 shows a summary of LTP Prop 1B priorities, including SFMTA's Van Ness Avenue Bus Rapid Transit (\$6.19 million) and the Bay Area Rapid Transit District's (BART's) Wayfinding Signage and Pit Stop Initiative (\$4.6 million). **We are seeking a motion of support for programming of up to \$5,143,714 in Cycle 4 LTP funds to two SFMTA projects and concurrence with Cycle 4 LTP Prop 1B priorities as submitted by SFMTA and BART.**

**7:00 9. Adopt a Motion of Support for Reprogramming of \$10,227,540 in OneBayArea Grant Funds from the San Francisco Municipal Transportation Agency's Masonic Avenue Complete Streets Project to the Light Rail Vehicle Procurement Project, with Conditions – ACTION\***

In June 2013, the Transportation Authority programmed \$10.2 million in federal funds to the San Francisco Municipal Transportation Agency's (SFMTA's) Masonic Avenue Complete Streets (Masonic Avenue) project as part of San Francisco's competitively awarded OneBayArea Grant (OBAG) program. The Masonic Avenue project will reallocate road space to calm traffic, dedicate space for bicyclists, and provide pedestrian and transit enhancements on Masonic Avenue from Fell Street to Geary Boulevard. Consistent with regional timely use of funds requirements, the SFMTA must obligate the OBAG funds by April 30, 2015. If that deadline is missed, there is a high risk that the funds will not be available to the Masonic project before October 2016 due to the uncertainty in future federal funding levels. The SFMTA will not be able to meet this deadline as the project has been delayed due to its extensive coordination with the San Francisco Public Utilities Commission and unanticipated scope additions which included a dual sewer system, Muni overhead wire relocations, and new signals on medians. The SFMTA has identified Masonic Avenue as a priority safety project, so in order to avoid further delays, it has proposed swapping the Masonic Avenue project's OBAG funds with local revenue bond funds and reprogramming the OBAG funds to its Light Rail Vehicle (LRV) Procurement, which is eligible to receive OBAG funds. To minimize risk and avoid further delays, we support the proposed swap. Given the Transportation Authority's commitment to monitor the progress of San Francisco's originally approved OBAG project list, our recommended action includes a special condition that the SFMTA continue to follow our OBAG reporting requirements for the Masonic Avenue project. **We are seeking a motion of support for reprogramming of \$10,227,540 in OBAG funds from the SFMTA's Masonic Avenue project to the LRV Procurement project, with conditions.**

**7:10 10. Shuttle Program Update – INFORMATION\***

At the October 2014 Citizens Advisory Committee meeting, Chair Glenn Davis requested an update on the San Francisco Municipal Transportation Agency's (SFMTA's) Commuter Shuttles Policy and Pilot Program. The program is an 18-month pilot that is testing a limited network of shared Muni and commuter shuttle stops. Commuter shuttle service providers must apply and pay for a permit to use the network. This pilot aims to minimize impacts of commuter shuttles while supporting their beneficial operations. The pilot addresses commuter shuttles that operate within San Francisco and between San Francisco and large employer sites in other cities. The pilot term is August 2014 through January 2016. At the CAC meeting, Carli Payne, Manager of Transportation Demand Management at the SFMTA, will present an overview of the pilot program, including program structure, overview of shuttle activity (e.g, location, stop events), and initial lessons learned in the pilot. **This is an information item.**

**7:30 11. Update on Hunters Point/Candlestick Transportation Planning – INFORMATION**

During December 2014, Citizens Advisory Committee member Chris Waddling requested an update on transportation planning efforts taking place around the Hunter's Point Shipyard, Candlestick Point and Executive Park developments. The Transportation Authority has and is continuing to participate in several planning efforts that would support these developments, such as the Geneva Bus Rapid Transit Study and other Bi-County Transportation Study-related efforts. At the CAC meeting, staff from the San Francisco Municipal Transportation Agency will give an update of relevant transportation projects and studies. **This is an information item.**

**7:45 12. Major Capital Projects Update – I-80/Yerba Buena Island Interchange Improvement Project – INFORMATION\***

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project. TIDA asked the Transportation Authority, in its capacity as the Congestion Management Agency, to lead the effort to prepare and obtain approval for all required technical documentation for the I-80/YBI Interchange Improvement Project because of its expertise in funding and interacting with the California Department of Transportation (Caltrans) on design aspects of the project. The

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project is funded with a combination of Federal Highway Bridge Program, State Proposition 1B Seismic Retrofit (Prop 1B) and TIDA funds. The scope of the I-80/YBI Interchange Improvement Project includes two major components: 1) The YBI Ramps Project—which includes constructing new westbound on and off ramps (on the east side of YBI) to the new Eastern Span of the San Francisco-Oakland Bay Bridge (SFOBB)—is currently in construction and scheduled for completion in August 2016; and 2) the YBI West-Side Bridges Project, which includes the seismic retrofit of the existing YBI Bridge Structures on the west side of the island, a critical component of island traffic circulation leading to and from the SFOBB. This component of the project is in the engineering phase and is scheduled to go to construction in the early 2017 time frame after the completion of the YBI Ramps project and the Caltrans SFOBB eastbound on-off ramp improvements project. **This is an information item.**

**8:00 13. Introduction of New Business – INFORMATION**

**8:05 14. Public Comment**

**8:10 15. Adjournment**

\* Additional materials

**Next Regular Meeting: February 25, 2014**

**CAC MEMBERS WHO ARE UNABLE TO ATTEND SHOULD CONTACT THE CLERK OF THE  
AUTHORITY AT (415) 522-4831**

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