



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: 6:00 p.m., Wednesday, February 25, 2015

Location: 1455 Market Street, 22nd Floor

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

6:00 1. Committee Meeting Call to Order

6:05 2. Chair's Report – INFORMATION

6:10 Consent Calendar

3. Approve the Minutes of the January 28, 2015 Meeting – ACTION*

4. Internal Accounting and Investment Report for the Six Months Ended December 31, 2014 – INFORMATION*

The Transportation Authority's Fiscal Policy directs staff to give a quarterly report of expenditures including a comparison to the approved budget. The Transportation Authority's Investment Policy directs that a review of portfolio compliance be presented along with the quarterly report. **The Internal Accounting Report for the six months ending December 31, 2014 is presented for information.**

5. State and Federal Legislative Update – INFORMATION*

Every month, we provide an update on state and federal legislation and, when appropriate, seek recommendations to adopt new positions on active legislation. The attached matrix tracks the latest activity on state bills, and the positions previously adopted by the Transportation Authority. At its February 10 meeting, the Finance Committee recommended a support position on Assembly Bill 194 (Frazier) and an oppose position on AB61 (Allen). **This is an information item.**

End of Consent Calendar

6:15 6. Adopt a Motion of Support for the Allocation of \$1,752,502 in Prop K 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 \$1,752,502 in Prop K funds to present to the Citizens Advisory Committee. Attachment 3 summarizes our recommendations. The San Francisco Municipal Transportation Agency (SFMTA) has requested Prop K funds for three projects. They include design and construction of WalkFirst Phase 1 Pedestrian Safety Implementation (\$1,000,000), which addresses up to 45 intersections on Pedestrian High Injury Corridors; design of curb bulb-outs, a raised crosswalk, and accompanying curb ramps at four intersections on from previously completed areawide plans (\$25,000); and construction of bicycle and pedestrian signal upgrades and curb ramps at the intersection of 7th Avenue and Lincoln Way (\$210,800). San Francisco Public Works has requested Prop K funds for three projects: planning

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and environmental review for the Great Highway & Skyline Roundabout (\$207,535), which will improve traffic flow and safety of the existing intersection; planning and environmental review for the Great Highway Reroute Project (Permanent Restoration) (\$58,267), which will ensure the long-term functionality of the road; and San Jose Avenue Follow the Paving (\$250,900), which would construct a protected bike lane from Randall to Arlington Streets and other pedestrian crossing improvements at Randall and Dolores. **We are seeking a motion of support for the allocation of \$1,752,502 in Prop K funds, with conditions, for six requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

6:25 7. Adopt a Motion of Support for the Adoption of the San Francisco Freeway Corridor Management Study Phase 1 Report – ACTION*

In 2014, California Department of Transportation awarded a Partnership Planning for Sustainable Transportation grant to the Transportation Authority to conduct the San Francisco Freeway Corridor Management Study (FCMS). The 2013 San Francisco Transportation Plan identified the need for the FCMS to manage expected future growth in travel along, and raise the performance of, the US-101 and I-280 corridors. In addition, several parallel efforts are underway at the regional and state levels that will shape conditions along San Francisco's freeway corridors. The FCMS will allow San Francisco to inform and be informed by these parallel efforts in a timely and effective way, and to involve San Francisco community members and regional stakeholders in these efforts. The FCMS is divided into two Phases. Phase 1, the subject of this memo, sets the foundation for the Study's Purpose and Need; proposes a goals-based evaluation framework; and identifies a range of potential freeway corridor management strategies to consider in Phase 2. These components are developed based on a review of existing relevant studies and the existing institutional setting. Phase 2 of the FCMS will be a performance-based evaluation of potential freeway corridor management strategies. **We are seeking a motion of support for the adoption of the San Francisco FCMS Phase 1 Report.**

6:45 8. Major Capital Projects Update – I-80/Yerba Buena Island Interchange Improvement Project – INFORMATION*

This item was continued from the January CAC meeting. We've included the February Plans and Programs Committee memo in the CAC agenda packet as it has slightly updated information than the January CAC memo. 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 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.**

6:55 9. Adopt a Motion of Support for Amendment of the Adopted Fiscal Year 2014/15 Budget to Increase Revenues by \$2,959,881 and Decrease Expenditures by \$29,750,654 for a Total Net Increase in Fund Balance of \$32,710,535 – ACTION*

Every year between January and April, we present the Board with any adjustments to the annual budget adopted the previous June. This revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original approval of the annual budget, and adjust for unforeseen expenditures. In June 2014, through Resolution 14-74, the Transportation Authority adopted the Fiscal Year (FY) 2014/15 Annual

Budget and Work Program. Revenue and expenditure figures pertaining to several capital projects need to be updated from the original estimates contained in the adopted FY 2014/15 Budget. The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. We propose that the adopted FY 2014/15 Budget be amended as shown in Attachment A. **We are seeking a motion of support to amend the adopted FY 2014/15 budget to increase revenues by \$2,959,881 and decrease expenditures by \$29,750,654 for a total net increase in fund balance of \$32,710,535.**

7:05 10. **Final Report of the Late Night Transportation Working Group – INFORMATION**

The Transportation Authority has been supporting the work of the Late Night Transportation Working Group that was created by Supervisor Scott Wiener to develop solutions to improving late night and early morning transportation. The Working Group has completed a final report, *The Other 9 to 5: Improving Late Night and Early Morning Transportation for San Francisco Workers, Residents and Visitors* that identifies existing conditions, transportation needs, and makes a series of recommendations and next steps. The report is being presented at a variety of committees and policy-making boards in the coming months as scoping of the next step recommendations are clarified. We will distribute the report to the Citizens Advisory Committee (CAC) as soon as it is released (anticipated on February 23) and will present the findings at the February 25 CAC meeting. **We are seeking input from the Citizens Advisory Committee. This is an information item.**

7:20 11. **Improving West Side Strategic Analysis Report – INFORMATION***

The Board approved the attached scope for the subject report on January 27. There was no late CAC meeting in December due to the holidays so we are seeking input from the CAC now as we begin to prepare the report. At the November 18 meeting of the Finance Committee, Commissioner Tang requested that staff conduct a Strategic Analysis Report (SAR) to investigate options for improving access to alternative modes, especially transit, on the West Side of San Francisco. She cited the 2014 Sunset District Blueprint that identified the need to improve transit service quality in the west side, which is less convenient and reliable than in the eastern core of the city. As a result, a disproportionate share of west side residents and employees choose to drive. Equity analysis conducted for the San Francisco Transportation Plan identified that transit access in the city's west side is poorer than in other parts of the city. As part of the SAR scoping process, we have consulted further with Commissioner Tang and with the San Francisco Municipal Transportation Agency on relevant issues that should be addressed in the SAR. The proposed SAR will identify recommendations for improving the alternative transportation options available in the west side, focusing on one or more specific travel markets (e.g. west side to downtown or west side to south bay) as well as one or more target groups of travelers (e.g. students, commuters, or other). The SAR will identify the current travel patterns of those in the target market; identify the transportation options already available to them and those planned for the future, and make strategic recommendations regarding possible additional improvements that would serve their travel needs and encourage use of sustainable modes of travel. The effort is intended to be completed in approximately six months for an expected cost of \$30,000. We budgeted for two SARs in Fiscal Year 2014/15, this would be the first SAR authorized this fiscal year. **We are seeking input from the CAC. This is an information item.**

7:35 12. **State Road Usage Charge Pilot Program Update – INFORMATION***

In September 2014, the Governor signed Senate Bill (SB) 1077 (DeSaulnier) into law, directing the California State Transportation Agency and the California Transportation Commission to: establish a Road Usage Charge (RUC) Technical Advisory Committee to study RUC alternatives to the gas tax, make recommendations to the Secretary of Transportation on the design of a pilot program, and implement a pilot by January 1, 2017. A RUC is a charge assessed per mile a vehicle travels. It is meant to either replace or supplement the more traditional gas tax and to serve as a true user fee where every driver pays for his or her use of the road. To date, the gas tax has been the primary source of transportation funding at both the state and federal levels. The over reliance on the gas tax has resulted in chronic under funding of transportation due to the combination of decreasing gas tax revenues in real dollars – since the gas tax hasn't been raised to keep pace with inflation – and increasing fuel efficiency of modern vehicles. A RUC would also address the growing inequities in road use fees that arise from growth in hybrid and electric vehicles that pay little to no fuel taxes. This memo provides an overview of SB 1077; general background on RUCs; key considerations on the design of a pilot program (e.g., technology, privacy, equity); and lessons learned from RUC

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pilots in other states such as Oregon. We anticipate bringing updates to the Citizens Advisory Committee. **We are seeking input from the Committee. This is an information item.**

7:45 13. Introduction of New Business – INFORMATION

7:50 14. Public Comment

8:00 15. Adjournment

* Additional materials

Next Regular Meeting: March 25, 2015

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

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