



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: Wednesday, June 24, 2015; 6:00 p.m.

Location: 1455 Market Street, 22nd Floor

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

6:00 1. Committee Meeting Call to Order

6:02 2. Chair's Report – INFORMATION

6:10 Consent Calendar

3. Approve the Minutes of the May 27, 2015 Meeting – ACTION*

4. Citizens Advisory Committee Appointments – INFORMATION

The Plans and Programs Committee will consider recommending appointment of two members to the Citizens Advisory Committee (CAC) at its July 21 meeting. The vacancies are resulting from the resignation of Eric Rutledge, effective July 23, and the term expiration of Jackie Sachs. Ms. Sachs is seeking reappointment. Neither staff nor CAC members make recommendations regarding CAC appointments. CAC applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

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. The Finance Committee did not recommend any new positions this month.

6. Update of Citizen Advisory Committee By-Laws – INFORMATION*

At the April 22, 2015 Citizens Advisory Committee (CAC) meeting, Chair Waddling established a subcommittee to review and propose amendments to the CAC's By-Laws. On May 14, 2015 the subcommittee met and proposed amendments, which consisted of changes needed to align the by-laws with the Transportation Authority's Administrative Code and other non-substantive changes. The subcommittee was chaired by Raymon Smith and included Santiago Lerma and Chris Waddling, as well. At the May 27, 2015 CAC meeting, this item was continued to allow additional time for consideration of potential changes to the by-laws. A red-lined version of the proposed amendments is attached for information, and will be considered for adoption by the CAC at its July 22 meeting.

End of Consent Calendar

6:25 7. Adopt a Motion of Support to Authorize the Executive Director to Execute a Partial Release of the Transportation Authority's Agreement for Quitclaim of Interest in Portions of 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street Parcels To Be Sold as Part of Parcel F by the Transbay Joint

Powers Authority – ACTION*

The Transportation Authority granted the Transbay Joint Powers Authority (TJPA) Prop K sales tax funds to acquire 77-79 Natoma Street, 564 Howard Street, and 568 Howard Street properties in February 2009 and January 2011 respectively. The Metropolitan Transportation Commission also contributed funds toward 568 Howard Street. Each Prop K grant required a Quitclaim Agreement, allowing the transfer of TJPA's interest in these properties to the Transportation Authority if the Transbay Transit Center was not constructed as planned. In September 2015, TJPA is planning to conduct an auction of the real estate known as "Parcel F" which includes portions of Transbay Parcel F, 75 Natoma, 546 Howard, and portions of the aforementioned parcels for which the Transportation Authority has a Quitclaim Agreement (See Attachment 1). The consolidation of these parcels into a larger Parcel F will maximize the value and usefulness of the property. Revenues from the sale of Parcel F, which originally were earmarked for Phase 2 (Caltrain Downtown Extension) of the project, will be used to fund construction of Phase 1 once the bridge loan from Goldman Sachs has been repaid. TJPA anticipates the receipt of a federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan in Fiscal Year 2016, and this is part of a strategy to fill an estimated \$225.1 million funding increase in Phase 1 costs over the \$1.9 billion Phase 1 budget approved in July 2013. The estimated budget increase was presented to the TJPA Board on June 19, with the very active construction market being cited as a key contributing factor. TJPA anticipates presenting a revised Phase 1 budget and funding plan to its Board in September. In the meantime, TJPA will be able to obtain more information on costs for bid packages not yet awarded and will continue to refine its strategy to close the funding gap with project partners.

6:35 8. Adopt a Motion of Support for the Allocation of \$38,780,932 in Prop K funds, with Conditions, and Appropriation of \$671,920 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION*

As summarized in Attachments 1 and 2, we have ten requests totaling \$39,452,852 in Prop K sales tax funds to present to the Citizens Advisory Committee (CAC). The Transbay Joint Powers Authority (TJPA) is requesting \$14.2 million to support construction management and oversight of the Transbay Transit Center, program management and program controls, and property management of parcels owned by TJPA. The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$2 million to fund conceptual engineering and final design of near-term (Phase 1) improvements for Geary Corridor Bus Rapid Transit (BRT) and \$6.8 million for the project's conceptual engineering report (30% design) which includes a \$471,920 appropriation for our environmental review work. SFMTA is also requesting operating funds for the paratransit program; design of pedestrian safety improvements along the Lombard Street corridor (a Neighborhood Transportation Improvement Program (NTIP) project); signal upgrades and related infrastructure improvements at 32 intersections (including 10 WalkFirst locations) in the Franklin and Divisadero corridors; signal upgrades in the Van Ness Avenue corridor including SFgo intelligent transportation system communications infrastructure; and an NTIP project to construct pedestrian safety and transit stop improvements in the Potrero Hill neighborhood. We are requesting an appropriation of \$50,000 to satisfy an existing commitment to allocate to cover Caltrain and San Mateo C/CAG's planned contribution to the study since we've been unsuccessful in securing those funds and the study is nearly completed. Finally, with Public Works' support, we are requesting appropriation of \$75,000 to provide advisory support during the design phase of the 19th Avenue City Combined Project, ensuring continuity and providing technical support as the project transitions to Public Works' lead.

6:50 9. Adopt a Motion of Support for the Award of a Two-Year Contract to AECOM Technical Services, Inc. in an Amount Not to Exceed \$400,000 for Planning and Engineering Services for the San Francisco Freeway Corridor Management Study Phase 2, and Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION*

The Transportation Authority is seeking consultant services to support the Freeway Corridor Management Study (FCMS) Phase 2, which will explore feasible strategies to both manage demand and increase reliability in the freeway corridors in San Francisco. The study will examine 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. This work stems from Phase 1 of the FCMS, which documented the project's goals and a range of potential strategies. The Transportation Authority Board adopted the FCMS Phase 1 report in March

2015. Phase 2 will be the performance-based technical analysis of strategies and produce recommended strategies and an implementation plan. On May 8, 2015, the Transportation Authority issued a Request for Proposals (RFP) for planning and engineering services for Phase 2 of the project. By the June 8, 2015 deadline, we received four proposals. A review panel comprised of Transportation Authority, San Francisco Municipal Transportation Agency, and California Department of Transportation staff reviewed the proposals and interviewed three firms on June 17, 2015. Based on the competitive selection process defined in the evaluation criteria of the RFP, the review panel recommends the award of a consultant contract to the top-ranked firm, AECOM Technical Services, Inc.

7:05 10. Shuttle Program Update – INFORMATION

Citizens Advisory Committee members have recently requested an update on the San Francisco Municipal Transportation Agency's (SFMTA's) Commuter Shuttles Policy and Pilot Program and other shuttle-related pilots citywide. SFMTA will provide an update on the Commuter Shuttles Pilot, which 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. The pilot term is August 2014 through January 2016. Staff from SFMTA will present an update about the pilot status and recent milestones. Additionally, Ryan Greene-Roesel, Senior Planner at the Transportation Authority, will present an update about the Showplace Square Shuttle pilot, which was an effort to consolidate redundant employer shuttle services in the Showplace Square neighborhood. Ms. Greene-Roesel will discuss the pilot approach, outcomes, and lessons learned.

7:20 11. Plan Bay Area Update – INFORMATION*

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments have kicked off their update of Plan Bay Area, the regional transportation plan/sustainable communities strategy adopted in 2013. Plan Bay Area 2040 is a roadmap to help Bay Area cities and counties preserve the character of our diverse communities while adapting to the challenges of future population growth. It is a state-mandated, integrated long-range transportation, land-use and housing plan that will support a growing economy, provide more housing and transportation choices and reduce transportation-related pollution in the nine-county Bay Area. (See planbayarea.org for more details.) As the Congestion Management Agency for San Francisco, the Transportation Authority leads the City's involvement in the effort and is charged with submitting San Francisco's project priorities through a call for projects. Public agencies will submit projects for consideration and members of the public are encouraged to share their own ideas at www.sfcta.org/rtp by July 17, 2015. We will bring a proposed list of initial project priorities to the Citizens Advisory Committee in September prior to submitting it to MTC. This list will be refined over the coming year as our initial funding target will be pared down to a fiscally constrained list as part of development of the preferred scenario for Plan Bay Area 2040.

7:35 12. Geneva-Harney Bus Rapid Transit Update – INFORMATION

The Geneva-Harney Bus Rapid Transit (BRT) line is a proposed rapid transit service envisioned to provide existing and future neighborhoods along the San Mateo-San Francisco County line with a bus connection to key regional transit system hubs in the Geneva-Harney Corridor, connecting Balboa Park BART/Muni Station, Bayshore Caltrain Station, Muni T-Third at Sunnydale and Arleta, and a future transit center in Hunters Point. The Geneva-Harney BRT Feasibility Study focused on determining feasible routing and configuration options for a near-term project that heralds the long-term investment in a major new growth Corridor. This bi-county, multi-agency effort developed three near-term full-feature BRT alternatives that deliver dedicated transit lanes, transit signal priority, and pedestrian access improvements to the Geneva Corridor. Each near-term option would reduce end-to-end travel time by as much as 15 minutes over today (a 30% improvement), increase ridership by as much as 8%, and provide opportunities for improved pedestrian and bicycle facilities, all with little to no reduction in motorist delay. While this demonstrates clear options for a feasible near-term BRT project, there is a fair amount of variation on the character and impacts of alternatives, particularly in the eastern most section of the Study Area. As such, the Study Report details the factors that require more detailed design, technical analysis, stakeholder and community engagement, and interagency coordination before recommending a specific alternative for implementation. The pre-environmental phase of work is expected to begin as early as Fall 2015, led by SFMTA in coordination with bi-county multi-agency partners. We updated the CAC on the study's draft recommendations in October 2014. The draft report will be available on our website (www.sfcta.org) meeting page by Monday, June 22 as an enclosure to the CAC packet item. The Geneva-Harney BRT Community Advisory Committee will be asked to approve the report at its June 24 meeting.

CAC Meeting Agenda

7:45 13. Introduction of New Business – INFORMATION

During this segment of the meeting, CAC members may make comments on items not specifically listed above, or introduce or request items for future consideration.

7:50 14. Public Comment

8:00 15. Adjournment

* Additional materials

Next Regular Meeting: July 22, 2015

**CAC MEMBERS WHO ARE UNABLE TO ATTEND SHOULD CONTACT THE CLERK OF THE AUTHORITY
AT (415) 522-4817**

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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 6, 9, 9L, 14, 14L, 21, 47, 49, 71, 71L, and 90. 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 11th Street.

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If any materials related to an item on this agenda have been distributed to the Citizens Advisory Committee after distribution of the agenda packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

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