



AGENDA

CITIZENS ADVISORY COMMITTEE Special Meeting Notice

Date: Wednesday, September 2, 2015; 6:00 p.m.

Location: 1455 Market Street, Floor 22

Members: Christopher Waddling (Chair), Wells Whitney (Vice Chair), Myla Ablog, Brian Larkin, John Larson, Santiago Lerma, John Morrison, Jacqueline Sachs, Peter 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. Accept the Minutes of the May 14, 2015 Subcommittee Meeting – ACTION*

4. Approve the Minutes of the June 24, 2015 Meeting – ACTION*

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 July 28 meeting, the Transportation Authority Board adopted the following new positions: support on Assembly Bill (AB) 744 (Chau), AB 902 (Bloom), AB First Extraordinary Session (ABX1) 1 (Alejo), ABX1 2 (Perea), and Senate Constitutional Amendment First Extraordinary Session (SCAX1) 1 (Huff); new support and seek amendment positions on Senate Bill (SB) 16 (Beall) and Senate Bill First Extraordinary Session (SBX1) 1 (Beall); and new oppose positions on SBX1 2 (Huff) and SBX1 3 (Vidak); and a change in position from oppose to watch on AB 744 (Perea).

6. Investment Report for the Quarter Ended June 30, 2015 – INFORMATION*

The Transportation Authority's Investment Policy directs that a review of portfolio compliance be presented quarterly. As year-end closing is just wrapping up, the investment report for the quarter ended June 30, 2015 is presented independently. Following the annual audit, the Basic Financial Statements will be presented to the Citizens Advisory Committee along with the results of the fiscal audit, single audit, and management review.

End of Consent Calendar

6:20 7. Adopt a Motion of Support for the Allocation of \$9,878,876 in Prop K funds, with Conditions, and Appropriation of \$120,800 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION*

As summarized in Attachments 1 and 2, we have fourteen requests totaling \$9,999,676 in Prop K sales tax funds to present to the Citizens Advisory Committee. The Peninsula Corridor Joint Powers Board (PCJPB or Caltrain) has requested \$5 million for San Francisco's Fiscal Year (FY) 2015/16 member contribution to the Caltrain capital budget for state of good repair projects, including new train departure monitors at the 4th and King station and the design phase for the retrofit or replacement of

the Marin Street and Napoleon Avenue bridges. The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$2 million for its share of settlement costs associated with the 4th Street Bridge Seismic Retrofit and Rehabilitation Project (Segment A of the Third Street Light Rail project), as well as \$100,000 for the District 3 Neighborhood Transportation Improvement Program planning project to increase safety, access, and connectivity along Kearny and Montgomery streets. San Francisco Public Works is requesting \$738,000 to procure street repair and cleaning equipment, and, with the Transportation Authority, is requesting \$2 million to acquire the right of way and perform archaeological investigation of the future site of the Quint-Jerrold Connector Road. We are also requesting \$45,800 to leverage over \$900,000 in federal grant and Bay Area Rapid Transit (BART) funds to pilot an innovative program aimed at mitigating rush hour congestion on BART by incentivizing riders to shift their travel to the shoulders of the peak period. Finally, San Francisco Environment is requesting \$80,000 to administer and conduct outreach to San Francisco employers on the Commuter Benefits Ordinance. Fully funding Caltrain and SFMTA's 4th Street Bridge Settlement requests requires Prop K Strategic Plan amendments and corresponding 5-Year Prioritization Program amendments to advance funding from later fiscal years to FY 15/16.

6:35 8. Adopt a Motion of Support to Execute a Funding Agreement with the Bay Area Rapid Transit (BART) District for a Three-Year Period in an Amount Not to Exceed \$406,000 for the San Francisco BART Travel Incentives Pilot Project and to Authorize the Executive Director to Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions – ACTION*

The Transportation Authority is partnering with the Bay Area Rapid Transit (BART) District on a pilot project to address train crowding in downtown San Francisco by incentivizing riders to shift their travel to the shoulders of the peak period or other stations and routes (the San Francisco BART Travel Incentives Pilot Project). The pilot project will involve creating a BART loyalty program whereby riders receive rewards for using BART during off-peak periods. Traveler responses to the incentives will be monitored closely using transit smart card (Clipper) data and project staff will adjust incentives in response to traveler route and time-of-day choices. The pilot project budget includes a \$508,000 federal Value Pricing Program grant, \$400,000 in BART operating revenues, and a \$45,800 Prop K appropriation being sought concurrently with this request.

6:45 9. Plan Bay Area 2040: San Francisco Call for Projects and Draft Goals and Objectives – INFORMATION*

In May, we issued a call for projects for San Francisco project priorities for Plan Bay Area 2040 (PBA 2040), the Regional Transportation Plan/Sustainable Communities Strategy led by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments. PBA is the region's blueprint for transportation investment through 2040. Projects seeking federal funding or a federal action before 2021 must be included in PBA as a stand-alone project or be consistent with a programmatic category. Large capacity-changing or regionally significant projects that trigger air quality conformity analyses must be listed in PBA as individual projects. Concurrent with our call for projects, MTC is undertaking similar processes for transit, local roads, and state highway state of good repair needs and for projects from multi-county project sponsors such as BART and Caltrain. Together these efforts create the universe of projects that will be considered for inclusion in PBA. MTC has given us an initial discretionary county budget of \$8.4 billion but ultimately we will need to meet a lower financially constrained budget. Even at the inflated initial target, San Francisco's needs exceed projected available funds; thus, we must work closely with project sponsors to ensure priority for those projects that need to be in PBA 2040 to avoid delay. The overall PBA process also includes opportunities to shape regional policies, fund programs, and new revenue advocacy. Our draft goals and objectives for PBA 2040 are shown in Attachment 1. Attachment 2 includes the preliminary draft list of existing and new project recommendations as well as a draft list of regional projects of interest to San Francisco. This information item represents an opportunity for the Citizens Advisory Committee (CAC) and public to provide input into the preliminary draft list of projects. The final list will be considered for action at the September 30 CAC meeting and then forwarded to the Board for approval in October.

7:05 10. Major Capital Projects Update – Transbay Transit Center and Downtown Extension – INFORMATION*

The Transbay Transit Center (TTC) project, one of the signature Prop K projects, is being built in two phases: Phase 1 is the TTC building, bus ramp, and related improvements, and Phase 2 is the downtown

extension of commuter rail service into the new TTC, accommodating both Caltrain and high speed trains (DTX). In 2013, the Transbay Joint Powers Authority (TJPA) conducted a full cost and schedule Risk Assessment Workshop for Phase 1. In July 2013, the TJPA Board approved a revised Phase 1 budget of \$1.899 billion, an increase of \$310.4 million over the May 2010 baseline. On July 9, 2015, the TJPA Board was briefed on an additional Phase 1 budget increase of \$246.92 million, to be approved at its September meeting. The increase is attributed to changed market conditions, complex facility design, overly optimistic cost estimates in some instances, and a competitive bidding environment, which now require replenishing project contingencies and program reserve at prudent levels. TJPA staff has proposed deferral of the offsite bus storage facility (reduces cost by \$19.5 million) and has identified \$160 million in additional revenues through the sale of land (Parcel F) originally designated for DTX, leaving an \$87.5 million funding gap. Possible sources to close the gap include redirecting Community Facility District revenues from Phase 2, land sales, sponsorship, and federal grants. Phase 1 construction began in November 2008 and as is about 50% complete. Bus operations at the new TTC are scheduled to commence in December 2017, reflecting a three month delay relative to the last project update in fall of 2013. DTX is essentially on hold given a significant funding shortfall, which will be larger after dealing with Phase 1 cost increases.

7:25 11. Chinatown Neighborhood Transportation Plan Final Report – INFORMATION*

The Chinatown Neighborhood Transportation Plan (NTP) is a community-based transportation planning study led by the Transportation Authority, in partnership with community organizations in the Chinatown neighborhood. The NTP was funded by Prop K sales tax and the Metropolitan Transportation Commission's Community-Based Transportation Planning program. The NTP focuses on strategies to improve pedestrian safety on two high pedestrian-injury corridors in Chinatown: Broadway Street between Van Ness and Columbus Avenues, and Kearny Street between Bush and Jackson Streets. On Broadway Street, the study finds that safety improvements are planned for each intersection between Van Ness Avenue and Columbus Street, and will be delivered within the next two years. The study encourages consideration of additional changes to signal timing to further enhance pedestrian safety. On Kearny Street, the study recommends immediate implementation of near-term pedestrian safety treatments at the intersection of Clay and Kearny Streets, where an elderly pedestrian was killed in June. It also recommends that the San Francisco Municipal Transportation Agency (SFMTA) identify and implement a plan for improving safety all along the corridor, which is in the top 10 percent of pedestrian high injury corridors in the city. For Kearny Street, the study recommends that SFMTA consider a series of pedestrian scrambles, a road diet, or systematic signal timing and striping treatments to eliminate pedestrian injuries and fatalities while meeting other objectives for the street including implementation of Muni Forward and the SFMTA Bicycle Strategy. Commissioner Christensen requested that we accelerate adoption of this report to address the need for urgency in implementing safety treatments on Kearny Street. We are working with her office and SFMTA to explore the possibility of Neighborhood Transportation Improvement Program funding to advance implementation of some of the study's recommendations. SFMTA staff will attend the Citizens Advisory Committee meeting to discuss how existing and planned SFMTA efforts will build upon the report's recommendations.

7:40 12. Update on One Bay Area Grant Program Cycle 1 Projects – INFORMATION*

In May 2012, the Metropolitan Transportation Commission (MTC) adopted the One Bay Area Grant Program (OBAG) Cycle 1 framework to guide programming of federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds to better integrate the region's federal transportation program with California's climate law and its Sustainable Communities Strategy (SCS). One of the many programs funded in the OBAG framework is the County CMA Block Grant Program that allows Congestion Management Agencies (CMAs) to fund eligible projects with the intent of supporting the SCS, particularly by prioritizing funding for projects that support Priority Development Areas (see map in Attachment 1). In June 2013, in its capacity as CMA, the Transportation Authority Board programmed \$35 million in OBAG Cycle 1 County CMA Program funds to seven projects that were competitively selected based on multiple prioritization criteria, such as project readiness, multi-modal benefits, safety, and community support. Attachment 2 provides a project delivery update on San Francisco's OBAG Cycle 1 projects. Six of the seven projects have obligated their OBAG funds and Second Street Streetscape Improvement is the only remaining OBAG project scheduled to receive authorization in Fiscal Year 2015/16. Approximately half of the projects are proceeding with construction on schedule or with a relatively minor delay. The others are experiencing six to nine months in delay due to a longer-than-anticipated Caltrans approval process,

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complicated environmental review, utility coordination, and unanticipated scope changes. We are evaluating the performance of the Cycle 1 OBAG projects to inform our strategy for OBAG Cycle 2, for which MTC anticipates approving guidelines in November 2015. We will bring an update on the proposed Cycle 2 framework to the CAC on September 30.

7:50 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.

7:55 14. Public Comment

8:00 15. Adjournment

* Additional materials

Next CAC Meeting: September 30, 2015

CAC MEMBERS WHO ARE UNABLE TO ATTEND SHOULD CONTACT THE CLERK 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, 7, 9, 9R, 14, 14R, 21, 47, 49, and 90. For more information about MUNI accessible services, call (415) 701-4485.

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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 meeting 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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