



AGENDA

CITIZENS ADVISORY COMMITTEE Special Meeting Notice

Date: Wednesday, September 30, 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. **Approve the Minutes of the September 2, 2015 Meeting – ACTION***

4. **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 September 22 meeting, the Transportation Authority Board adopted the following new positions: support on Assembly Bill (AB) 779 (Garcia, Cristina), AB First Extraordinary Session (ABX1) 7 (Nazarian), ABX1 8 (Chiu), Senate Bill First Extraordinary Session (SBX1) 7 (Allen), SBX1 8 (Hill), and SBX1 14 (Canella); and oppose on ABX1 6 (Hernandez, Roger), ABX1 13 (Grove), ABX1 17 (Achadjian), and SBX1 6 (Runner). As the regular legislative session drew to a close, the Legislature approved Assembly Bill 194 (Frazier) which, if signed by Governor Brown, would authorize Caltrans and regional transportation agencies (the Metropolitan Transportation Commission for the Bay Area) to implement High Occupancy Toll lanes in consultation with local transportation agencies. We have been working through the Self-Help Counties Coalition to support this measure and are pleased to see it move forward because of its link to our ongoing freeway management planning work. On a less positive note, the ambitious transportation revenue proposals that have been the subject of a special session for transportation since June were unsuccessful in securing the two-thirds vote of the Legislature needed to move forward. However the special session has been extended and will hopefully result in a more modest proposal that could win enough support on both sides of the aisle. We will continue to advocate for transit to receive its fair share of any revenue proposal.

5. **Adopt a Motion of Support for the Award of a Three-Year Consultant Contract, with an Option to Extend for Two Additional One-Year Periods, to Smith, Watts and Hartmann in an Amount Not to Exceed \$135,000 for State Legislative Advocacy Services, and Authorizing the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION***

The Transportation Authority seeks to contract with a legislative advocate experienced in transportation legislation and in the state legislative process to monitor and analyze proposed state legislation affecting the Transportation Authority, assist in the development of new legislation, and develop strategies for

advancing legislative initiatives beneficial to the Transportation Authority and its programs. On August 12, 2015, the Transportation Authority issued a request for proposals (RFP) for state legislative and advocacy services. By the proposal deadline of September 14, 2015, one firm submitted a bid, which included both a technical and cost component. Based on the process defined in the evaluation criteria of the RFP document, the selection panel, comprised of Transportation Authority staff, recommended award of the state and legislative advocacy services contract to the firm of Smith, Watts and Hartmann.

6. **Adopt a Motion of Support to Execute Cooperative Agreement No. 04-2582 with the California Department of Transportation for the I-280 Interchange Modifications at Balboa Park in a Total Amount Not to Exceed \$150,000, and to Authorize the Executive Director to Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions – ACTION***

The Transportation Authority is seeking project approval from the California Department of Transportation (Caltrans) and environmental clearance for the realignment of the southbound I-280 off-ramp to Ocean Avenue as part of the I-280 Interchange Modifications at Balboa Park Project. In order to construct the off-ramp realignment, Cooperative Agreement No. 04-2582 must be executed with Caltrans. Caltrans has requested reimbursement in an amount not to exceed \$150,000 for work associated with this cooperative agreement. The overall project budget for this phase is \$750,000 from a Prop K appropriation approved in February 2015, through Resolution 15-41.

7. **Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with AECOM Technical Services, Inc. by \$1,000,000, to a Total Amount Not to Exceed \$16,935,000, to Complete Design Support Services for the I-80/Yerba Buena Island Ramps Improvement Project and to Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION***

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island Ramps Improvement Project. In June 2008, through Resolution 08-72, the Transportation Authority awarded a contract to AECOM Technical Services, Inc. (AECOM) for preliminary engineering and environmental studies for an amount not to exceed \$2,500,000. In May 2009, through Resolution 09-61 the Transportation Authority increased the AECOM contract amount to \$8,200,000 for continued preliminary engineering and partial preliminary design activities. In June 2010, through Resolution 10-72, the Transportation Authority increased the AECOM contract amount to \$15,935,000 to complete preliminary engineering and design. The project is currently in the construction phase approximately 69% complete and progressing satisfactorily, however, overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection and support efforts beyond what was anticipated in the original scope. Construction completion is anticipated by August 2016. This consultant contract amendment will be 100% reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B funds and will be drawn down from the approved construction phase budget for the project. Execution of this contract amendment is contingent on the shifting of previously allocated federal and state funds from construction capital contingency to construction engineering support. Any costs not reimbursed by federal or state funds will be reimbursed by TIDA.

8. **Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$1,350,000, to a Total Amount Not to Exceed \$7,650,000, to Complete Construction Support Services for the I-80/Yerba Buena Island Ramps Improvement Project and to Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION***

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island Ramps Improvement Project. In July 2013, through Resolution 14-02, the Transportation Authority awarded a contract to Parsons Brinckerhoff, Inc. in an amount not to exceed \$6,300,000 for construction support services including construction inspection and testing. The project is currently in the construction phase approximately 69% complete and progressing satisfactorily, however, overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection and support

efforts beyond what was anticipated in the original scope. Construction completion is anticipated by August 2016. This consultant contract amendment will be 100% reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B funds and will be drawn down from the approved construction phase budget for the project. Execution of this contract amendment is contingent on the shifting of previously allocated federal and state funds from construction capital contingency to construction engineering support. Any costs not reimbursed by federal or state funds will be reimbursed by TIDA.

9. Adopt a Motion of Support for the Adoption of San Francisco's Project Priorities for the 2016 Regional Transportation Improvement Program – ACTION*

As Congestion Management Agency (CMA) for San Francisco, every two years the Transportation Authority is responsible for establishing project priorities for San Francisco's county share funds from the State Transportation Improvement Program (STIP), subject to approval by the Metropolitan Transportation Commission (MTC) through its Regional Transportation Improvement Program (RTIP) process. Due to reduced revenues from fuel taxes, as well as the lack of an adequately funded multi-year federal transportation bill, the fund estimate for the 2016 STIP leaves no new programming capacity for CMAs. Still, CMAs must submit carryover projects and any associated changes from the 2014 STIP to MTC. As shown in Attachment 2, we recommend reprogramming \$1.91 million from the San Francisco Public Works' (SFPW's) Broadway Chinatown IV streetscape project to its Lombard US-101 Corridor Improvement project since delays in STIP programming forced SFPW to use local funds to keep the Chinatown project on schedule. We also recommend carrying forward (essentially reconfirming) \$207,000 and \$1.114 million in existing Planning, Programming and Monitoring funds for MTC and the Transportation Authority, respectively.

End of Consent Calendar

6:20 10. Adopt a Motion of Support for Approval of the San Francisco Advocacy Goals and Objectives and Project List for Plan Bay Area 2040 – ACTION*

In May, we issued a call for projects for San Francisco project priorities for Plan Bay Area 2040 (PBA 2040), 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. Together these efforts create the universe of projects that will be considered for inclusion in PBA. MTC has given us an initial local discretionary county budget of \$8.4 billion to assign to projects and programmatic categories 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; therefore we have worked 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. At its September 2 meeting, the CAC reviewed a draft list of projects and draft goals and objectives. We have incorporated feedback from the CAC and Board and have worked with project sponsors to revise the draft project list, assign local discretionary funding, and determine our proposed requests for regional discretionary funding. We propose submitting the projects and funding assignments in Attachments 3 through 5 to MTC for consideration for inclusion in PBA 2040.

6:45 11. Adopt a Motion of Support for the Allocation of \$4,085,233 in Prop K funds, with Conditions, and Appropriation of \$54,225 in Prop K funds, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION*

As summarized in Attachments 1 and 2, we have five requests totaling \$4,139,458 in Prop K sales tax funds to present to the Citizens Advisory Committee. The San Francisco Municipal Transportation Agency (SFMTA) has requested \$135,000 for pre-environmental phase analysis of a potential alignment for the Geneva-Harney Bus Rapid Transit project through the Recology property between US-101/Alanna Way and Tunnel Avenue. SFMTA is also requesting \$80,000 to continue its youth bicycle safety education classes at nine middle and high schools during the 2015-16 school year; and \$193,000

for the design of up to 1,200 bicycle wayfinding signs to be installed citywide on the bicycle network. San Francisco Public Works is requesting \$3,677,233 to pave approximately 31 blocks of Ingalls and Industrial Streets, including sidewalk and curb repairs and curb ramps. We are requesting \$54,225 to leverage a Kaiser HEAL Zone grant and contributions from several community based organizations for a van sharing pilot program in the Bayview Hunters Point neighborhood, as recommended in the Transportation Authority's BVHP Mobility Solutions Study (adopted in 2013).

6:55 12. Update on Cost Review of 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, known as the DTX, is the downtown extension of commuter rail service into the new TTC, accommodating both Caltrain and high speed trains. In 2013, the Transbay Joint Powers Authority (TJPA) conducted a full cost and schedule Risk Assessment Workshop for Phase 1. As result, 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, TJPA staff briefed its Board on an additional Phase 1 budget increase of \$246.92 million, for which they were planning to seek approval at the September Board meeting. Subsequently, at its July 22 board meeting, the Metropolitan Transportation Commission (MTC) directed its staff to perform a cost and risk review of both project phases and asked TJPA to cooperate with MTC staff, the Transportation Authority, and City staff in this effort. At its July 28 meeting, the Transportation Authority Board approved some conditions as part of a right-of-way action requested by the TJPA, reinforcing the need for the aforementioned parties to participate in the MTC cost review and to work together on a solution to close the Phase 1 funding gap. At its September 9 Programming and Allocations Committee meeting, MTC staff presented preliminary findings for the Phase 1 cost review, including several strategies for cost containment and a recommendation to increase the budget by \$48-\$250 million above the estimated \$247 million increase proposed by TJPA staff. All parties continue to collaborate on a cost and funding solution to enable timely completion of Phase 1 and are working to complete the Phase 2 cost review within the 90 day deadline. This memo provides a status update on the cost review effort.

7:05 13. Major Capital Projects Update – Van Ness Avenue Bus Rapid Transit Project– INFORMATION*

The Van Ness Avenue Bus Rapid Transit (BRT) Project comprises a package of transit improvements along a two-mile corridor of Van Ness Avenue between Mission and Lombard Streets, including dedicated bus lanes, consolidated transit stops, and pedestrian safety enhancements. The Transportation Authority completed environmental review for the project in December 2013 and at that time transferred project lead to the San Francisco Municipal Transportation Agency (SFMTA). SFMTA began final design in May 2014 and reached 100% design in September 2015. SFMTA utilized the Construction Manager-General Contractor (CMGC) project delivery method as opposed to traditional design-bid-build, and awarded the contract for pre-construction services to Walsh Construction in July 2015. SFMTA also received Phase 2 approval from the San Francisco Arts Commission Civic Design Review in July 2015, retiring a significant project risk. Cost of the core BRT project is now estimated at \$162.8 million and a total of \$250 million when separate but related projects are included. SFMTA is currently finalizing several interagency agreements and remaining approvals, while the CMGC is conducting review of the design package, which may result in design changes that improve the value, constructability, and/or sequencing of the work. Under current assumptions, construction would begin in early 2016 and revenue service would begin in early 2019.

7:20 14. Adopt a Motion of Support for the Adoption of the Transportation Demand Management Partnership Project Final Report Factsheets – ACTION*

For the past three years, the Transportation Authority, in partnership with the San Francisco Planning Department, the San Francisco Municipal Transportation Agency, and the San Francisco Department of Environment, has led the Transportation Demand Management (TDM) Partnership Project, funded by a grant from the Metropolitan Transportation Commission, the Transportation Fund for Clean Air, and the Prop K half cent sales tax for transportation. The project's main goals are to test pilot new methods of engaging with private sector employers around sustainable transportation and to improve the City and County of San Francisco's capacity for delivering TDM programs in a coordinated manner. The project is now complete and the Transportation Authority has produced a series of factsheets summarizing the findings and recommendations from each of four focus areas: voluntary employer

collaborations; employer parking management; a commuter shuttle pilot program; and a coordinated TDM Strategy. The employer collaborations focused primarily on using information, incentives, and technical assistance to support employers in pursuing sustainable transportation initiatives, and are informing next steps for employer-focused TDM programs. The project also resulted in an inter-agency TDM Strategy that identifies shared goals and priority activities for the coming five years to support a coordinated and effective approach to TDM among San Francisco's TDM Partnership Project agencies.

7:35 15. Update on One Bay Area Grant Program Cycle 2 Proposal – INFORMATION*

The Metropolitan Transportation Commission's (MTC's) One Bay Area Grant (OBAG) program directs federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program funding to projects and programs that support the transportation and land use goals of Plan Bay Area, the region's Regional Transportation Plan/Sustainable Communities Strategy. OBAG is comprised of regional programs administered by MTC and local formula-based programs administered by the Congestion Management Agencies (CMAs), e.g. the Transportation Authority for San Francisco. MTC adopted the OBAG Cycle 1 framework in May 2012. Since we are nearing the end of the 5-year program MTC recently released a draft proposal for how to distribute OBAG Cycle 2 funds for Fiscal Years 2017/18 – 2021/22 (see Attachment 1). The current proposal would maintain the structure of the OBAG Cycle 1 program, adjust program shares to reflect a lower revenue estimate, and make other revisions. We propose to continue our strong support for the overall OBAG program, and for the following Cycle 2-specific points, we propose to: 1) support additional incentives for producing (vs. planning for) housing, in particular affordable housing as proposed by MTC staff; 2) support efforts to use OBAG to address displacement issues in a meaningful way; and 3) ask MTC to take a more transparent and inclusive approach for its regional operations programs, in particular freeway-related programs. These objectives are consistent with our draft Plan Bay Area advocacy goals and objectives, which are the subject of a separate item on the September CAC agenda. We will continue to work with our partner agencies, other San Francisco stakeholders, Bay Area CMAs, and MTC staff to advance our OBAG advocacy as MTC works to refine its proposal through its intended adoption in November 2015. We are seeking input from the Citizens Advisory Committee.

7:45 16. 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 17. Public Comment

8:00 18. Adjournment

* Additional materials

Next Regular Meeting: October 28, 2015

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

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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

CAC Meeting Agenda

Street, Floor 22, San Francisco, CA 94103, during normal office hours.

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